

HB

423

HOUSE COMMITTEE REPORT

(11)

Date referred: 2/29/88

FURTHER REFERRALS:

DATE: 4-28-88

The Finance Committee has considered HB 423

"An Act making appropriations for tourism and recreation related capital projects, grants, and expenses of state government; and providing for an effective date."

RECOMMENDS:

- replace with CS HB 423 (FN) the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

Rieger Steve Rieger

Punchost Pat Punchost

Larson Ronald J. Larson

Gohl John Gohl

Swack Swack

Boyer Mark Boyer

Brown Jay Brown

Davis Mike Davis

SIGNING OTHER RECOMMENDATIONS:

Adams Al Adams - No Rec

Frank Frank - No Rec

Al Adams
Chairman's signature

Original Sponsors: Brown, Ellis,
Rieger, et al.

Funding Information

General Fund	\$7,972,925
Other Funds	-0-
	<u>\$7,972,925</u>

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE BILL NO. 423 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making appropriations for tourism and recre-
7 ation related capital projects, grants, and expenses
8 of state government; and providing for an effective
9 date."

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

11 * Section 1. The sum of \$200,000 is appropriated from the general fund
12 to the Department of Natural Resources for facilities rehabilitation and
13 improvements at the Quartz Lake Recreation Area.

14 * Sec. 2. The sum of \$200,000 is appropriated from the general fund to
15 the Department of Natural Resources for trailheads and a cabin at the Chena
16 Recreation Area.

17 * Sec. 3. The sum of \$50,000 is appropriated from the general fund to
18 the Department of Natural Resources for facilities rehabilitation and
19 improvements at the Chena River Recreation Site.

20 * Sec. 4. The sum of \$50,000 is appropriated from the general fund to
21 the Department of Natural Resources for the completion of the right-of-way
22 of the Chena Hot Springs Trail.

23 * Sec. 5. The sum of \$30,000 is appropriated from the general fund to
24 the Department of Natural Resources for payment as a grant under AS 37.05.-
25 316 to Historic Properties, Inc., for architectural and engineering fees
26 for the Mears-Loudermilch house project in Anchorage.

27 * Sec. 6. The sum of \$150,000 is appropriated from the general fund to
28 the Department of Natural Resources for facilities rehabilitation and
29 improvements at the Dry Creek Recreation Site.

Original Sponsors: Brown, Ellis,
Rieger, et al.

Funding Information
General Fund 87,972,925

1 * Sec. 7. The sum of \$200,000 is appropriated from the general fund to
2 the Department of Natural Resources for facilities rehabilitation and
3 improvements at the Buskin River Recreation Site and the Fort Abercrombie
4 State Historic Park.

5 * Sec. 8. The sum of \$175,000 is appropriated from the general fund to
6 the Department of Natural Resources for facilities rehabilitation and
7 improvements at the Finger Lake Recreation Site.

8 * Sec. 9. The sum of \$700,000 is appropriated from the general fund to
9 the Department of Natural Resources for facilities rehabilitation and
10 improvements at the Hatcher Pass Public Use Area and Independence Mine
11 State Historic Park.

12 * Sec. 10. The sum of \$200,000 is appropriated from the general fund to
13 the Department of Natural Resources for feasibility analysis and site
14 selection for the South Denali Project.

15 * Sec. 11. The sum of \$300,000 is appropriated from the general fund to
16 the Department of Natural Resources for facilities rehabilitation of and
17 improvements to the Eagle River Visitor Center building.

18 * Sec. 12. The sum of \$670,000 is appropriated from the general fund to
19 the Department of Natural Resources for access, facilities rehabilitation,
20 and improvements at the Chugach State Park.

21 * Sec. 13. The sum of \$100,000 is appropriated from the general fund to
22 the Department of Commerce and Economic Development for payment as a grant
23 under AS 37.05.316 to the Alaska Zoo at Anchorage for improvement of the
24 glacier bear facilities.

25 * Sec. 14. The sum of \$300,000 is appropriated from the general fund to
26 the Department of Natural Resources for development of interpretive board-
27 walks at the Kenai River.

28 * Sec. 15. The sum of \$500,000 is appropriated from the general fund to
29 the Department of Natural Resources for site acquisition and initial
CSHB 423(Fin)

1 development at Whiskey Gulch and for acquisition, rehabilitation, and
2 improvements for sport fishing access to the waters of the Kenai Peninsula.

3 * Sec. 16. The sum of \$100,000 is appropriated from the general fund to
4 the Department of Natural Resources for facilities rehabilitation and
5 improvements at Chilkoot Lake Recreation Area and Chilkat State Park.

6 * Sec. 17. The sum of \$75,000 is appropriated from the general fund to
7 the Department of Natural Resources for improvement of access and interpre-
8 tive facilities at the Castle Hill Historic Site.

9 * Sec. 18. The sum of \$175,000 is appropriated from the general fund to
10 the Department of Natural Resources for a totem carving program at Totem
11 Bight State Historic Park.

12 * Sec. 19. The sum of \$100,000 is appropriated from the general fund to
13 the Department of Natural Resources for grants for historic preservation
14 projects under AS 41.35.040.

15 * Sec. 20. The sum of \$50,000 is appropriated from the general fund to
16 the Department of Natural Resources for the development of highway inter-
17 pretive signs.

18 * Sec. 21. The sum of \$50,000 is appropriated from the general fund to
19 the Department of Natural Resources for payment as a grant under AS 37.-
20 05.316 to the Fairbanks Historic Preservation Foundation for preservation
21 and rehabilitation of the Riverboat Nenana.

22 * Sec. 22. The sum of \$40,000 is appropriated from the general fund to
23 the Department of Administration for payment as a grant under AS 37.05.315
24 to the City and Borough of Juneau for planning and design of a recreational
25 vehicle park.

26 * Sec. 23. The sum of \$60,000 is appropriated from the general fund to
27 the Department of Education for renovation and construction at the Alaska
28 Aviation Heritage Museum.

29 * Sec. 24. The sum of \$750,000 is appropriated from the general fund to

1 the Department of Education for final engineering and construction plans,
2 working drawings, site development, environmental assessment, and facility
3 and exhibit construction of the Klukwan Bald Eagle Observatory and Cultural
4 Heritage Center at Klukwan.

5 * Sec. 25. The sum of \$50,000 is appropriated from the general fund to
6 the Department of Education for a feasibility study of a state maritime
7 museum in Ketchikan.

8 * Sec. 26. The sum of \$167,400 is appropriated from the general fund to
9 the Department of Fish and Game for the development of tourist-related
10 facilities at the following state hatcheries and in the amounts listed:

11	Crooked Creek Hatchery	\$22,000
12	Fort Richardson Hatchery	25,000
13	Elmendorf Hatchery	37,200
14	Big Lake Hatchery	25,200
15	Deer Mountain Hatchery	32,000
16	Klawock Hatchery	26,000

17 * Sec. 27. The sum of \$320,000 is appropriated from the general fund to
18 the Department of Commerce and Economic Development for payment as a grant
19 under AS 37.05.316 to the Tok Umbrella Corporation for the development of
20 the Tok "Gateway to Alaska Park" project.

21 * Sec. 28. The sum of \$450,000 is appropriated from the general fund to
22 the Department of Education for constructing and furnishing the Yugtarvik
23 Museum/Yup-ik Cultural Center in Bethel.

24 * Sec. 29. The sum of \$400,000 is appropriated from the general fund to
25 the Department of Administration for payment as a grant under AS 37.05.315
26 to the City and Borough of Juneau for relocation and rehabilitation of the
27 Juneau City Museum.

28 * Sec. 30. The sum of \$100,000 is appropriated from the general fund to
29 the Department of Administration for payment as a grant under AS 37.05.315

1 to the Matanuska-Susitna Borough for development of road access to the
2 Willow Creek State Recreation Area.

3 * Sec. 31. The sum of \$160,400 is appropriated from the general fund to
4 the Department of Administration for payment as a grant under AS 37.05.315
5 to the City of Nome for the purposes expressed and in the amounts listed:

6	Airport signs	\$ 7,000
7	Cemetery clean up	45,000
8	Visitor center improvements	2,000
9	Seawall sidewalk/platform	25,000
10	King Island stairways	20,000
11	King Island boat launch	20,000
12	Lindeblom Cabin	41,400

13 * Sec. 32. The sum of \$360,000 is appropriated from the general fund to
14 the Department of Administration for payment as a grant under AS 37.05.315
15 to the City of Whittier for development of the Whittier camper and trailer
16 park.

17 * Sec. 33. The sum of \$54,175 is appropriated from the general fund to
18 the Department of Administration for payment as a grant under AS 37.05.315
19 to the City of Unalaska for a rotating pictorial display.

20 * Sec. 34. The sum of \$23,500 is appropriated from the general fund to
21 the Department of Administration for payment as a grant under AS 37.05.315
22 to the City of King Cove for a town center park.

23 * Sec. 35. The sum of \$9,000 is appropriated from the general fund to
24 the Department of Administration for payment as a grant under AS 37.05.315
25 to the City of Newhalen for historic site renovation.

26 * Sec. 36. The sum of \$48,450 is appropriated from the general fund to
27 the Department of Administration for payment as a grant under AS 37.05.315
28 to the City of Togiak for a marine tourism center.

29 * Sec. 37. The sum of \$15,000 is appropriated from the general fund to

1 the Department of Administration for payment as a grant under AS 37.05.315
2 to the Bristol Bay Borough for improvements to the Naknek museum.

3 * Sec. 38. The sum of \$150,000 is appropriated from the general fund to
4 the Department of Natural Resources for the operation of the Youth Conser-
5 vation Corps program for the fiscal year ending June 30, 1989.

6 * Sec. 39. The sum of \$250,000 is appropriated from the general fund to
7 the Department of Administration for payment as a grant under AS 37.05.315
8 to the City of Soldotna for construction of a Kenai River boardwalk at
9 Soldotna Creek Park.

10 * Sec. 40. The sum of \$190,000 is appropriated from the general fund to
11 the Department of Administration for payment as a grant under AS 37.05.315
12 to the City of Homer for design and construction of the Kachemak Park
13 gateway building and visitor center facilities.

14 * Sec. 41. The appropriations made by secs. 1 - 4, 6 - 12, 14 - 18, 20,
15 23 - 26, and 28 of this Act are for capital projects and are subject to
16 AS 37.25.020.

17 * Sec. 42. The unexpended and unobligated portion of the appropriations
18 made by secs. 19 and 38 of this Act lapse into the general fund June 30,
19 1989.

20 * Sec. 43. This Act takes effect July 1, 1988.
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FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Commerce & Econ. Dev.
 Title: An Act making appropriations for BRU: Division of Tourism
tourism and recreation related capital projects, grants, etc.
 Sponsor: Brown, et al. Components: _____
 Requester: House Resources Committee

EXPENDITURES / REVENUES : (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary.)

Sections 13 and 27 of the CS provide for pass-through grants from the Department of Commerce and Economic Development to the Alaska Zoo and the Tok Umbrella Corporation, respectively. There is no fiscal impact to the department.

Prepared by: Hubert J. Gellert, Director *Brace Topp* Phone: 465-2012
 Division: Division of Tourism Date: February 24, 1988
 Approved by Commissioner: J. Anthony Smith, Commissioner *Kathy Marshall for* Date: February 24, 1988
 Agency: Department of Commerce and Economic Development

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

0691L-5/022488a

RECEIVED
FEB 23 1988

no 423

FISCAL NOTE

REQUEST:

Revision Date: 2/26/88
Title: Tourism Projects Bill
Sponsor: Ken Brown
Requestor: House Resources

Agency Affected: Natural Resources
BRU: Park and Recreation
Management
Components: Park Management;
State Historic Preservation

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES		-0-	108.6	98.6	98.6	98.6
TRAVEL		-0-	-0-	-0-	-0-	-0-
CONTRACTUAL		-0-	102.0	102.0	102.0	102.0
SUPPLIES		-0-	17.4	17.4	17.4	17.4
EQUIPMENT		-0-	1.0	1.0	1.0	1.0
LAND & STRUCTURES		-0-				
GRANTS, CLAIMS		-0-				
MISCELLANEOUS		-0-				
TOTAL OPERATING		-0-	229.0	219.0	219.0	219.0

CAPITAL		5090.0				
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REVENUE			288.3	288.3	288.3	288.3
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FUNDING: (Thousands of Dollars)

GENERAL FUND			229.0	219.0	219.0	219.0
FEDERAL FUNDS						
OTHER						
TOTAL			229.0	219.0	219.0	219.0

POSITIONS:

FULL-TIME						
PART-TIME			2	2	2	2
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

SEE ATTACHED

Prepared by: Neil C. Johannsen
Division: Parks & Outdoor Recreation
Approved by Commissioner: *Jenni Gorn*
Agency: Natural Resources

Phone: 762-2600
Date: 2/26/88
Date: 2-26-88

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 423

This analysis only includes those projects in HB 423 which will impact the Department of Natural Resources, Division of Parks and Outdoor Recreation. To facilitate referencing between this fiscal note and the projects in HB 423, we have grouped the DNR-related projects by geographical location and the Section in the bill.

LOCATION: Statewide

<u>SECTION</u>	<u>PROJECT</u>	<u>FY'89</u>	<u>Fiscal Note Cost Estimates</u>			<u>FY'93</u>
			<u>FY'90</u>	<u>FY'91</u>	<u>FY'92</u>	
19	DNR/Historic Preservation Grant Project Cost: \$100.0					
	<u>Line Item Explanation</u>	-0-	10.0	-0-	-0-	-0-
	100 - Surcharge to support Grant Administrator Position (\$10.0) - one time cost					
20	DNR/Highway Interpretive Sign Program Project Cost: \$25.0					
	<u>Line Item Explanation</u>	-0-	-0-	-0-	-0-	-0-
	N/A					
38	Youth Conservation Corps Project Cost: \$225.0					
	<u>Line Item Explanation</u>	-0-	-0-	-0-	-0-	
	N/A					

SECTION	PROJECT	LOCATION: Interior	FY'89	Fiscal Note Cost Estimates			FY'93
				FY'90	FY'91	FY'92	
02	Chena Recreation Area Project Cost: \$210.0						
	<u>Line Item Explanation</u>		-0-	27.0	27.0	27.0	27.0
	100 - Natural Resource Technician II (\$19.2)						
	300 - Contractual Services for garbage, latrine pumping, and cleaning (\$4.8); DOT vehicle costs (\$3.0) = \$7.8						
03	Chena River Recreation Site Project Cost: \$50.0						
	<u>Line Item Explanation</u>		-0-	2.0	2.0	2.0	2.0
	300 - Road maintenance repairs (\$2.0)						
04	Chena Hot Springs Trail Project Cost: \$50.0						
	<u>Line Item Explanation</u>		-0-	10.0	10.0	10.0	10.0
	100 - Three Youth Employment personnel (ACC) (\$7.5)						
	300 - DOT vehicle costs (\$1.5)						
	400 - Small tools purchase and replacements (\$1.0)						
05	Birch Lake Recreation Site Project Cost: \$250.0						
	<u>Line Item Explanation</u>		-0-	7.0	7.0	7.0	7.0
	300 - Services contracts for garbage, latrines (\$3.0) and road maintenance (\$4.0) = \$7.0						

SECTION	PROJECT	FY'89	Fiscal Note Cost Estimates			FY'93
			FY'90	FY'91	FY'92	
06	Dry Creek Recreation Site Project Cost: \$150.0					
	<u>Line Item Explanation</u> N/A	-0-	-0-	-0-	-0-	-0-
	<u>LOCATION: Kodiak/Rural</u>					
07	Buskin River Recreation Site/Ft. Abercrombie Project Cost: \$200.0					
	<u>Line Item Explanation</u> 300 - Janitorial contracts (garbage, latrine pumping (\$3.0)) and road maintenance (\$12.0) = \$15.0	-0-	15.0	15.0	15.0	15.0
	<u>LOCATION: Anchorage - Eagle River</u>					
11	Eagle River Visitors' Center Project Cost: \$300.0					
	<u>Line Item Explanation</u> N/A	-0-	-0-	-0-	-0-	-0-
12	Chugach State Park Trails Project Cost: \$670.0					
	<u>Line Item Explanation</u> 100 - One NRT II and Two ACE Youth Employment Positions (\$5.0) = \$22.1	-0-	35.0	35.0	35.0	35.0
	300 - DOT vehicle costs (\$6.0)					
	400 - Tools and supplies (\$6.9)					

SECTION	PROJECT	FY'89	Fiscal Note Cost Estimates			FY'93
			FY'90	FY'91	FY'92	
<u>LOCATION: Mat-Su Valley</u>						
01	Quartz Lake Recreation Area Project Cost: \$250.0					
	<u>Line Item Explanation</u>	-0-	5.0	5.0	5.0	5.0
	300 - Contracts for latrine pumping = \$5.0					
08	Finger Lake Recreation Site Project Cost: \$200.0					
	<u>Line Item Explanation</u>	-0-	2.0	2.0	2.0	2.0
	300 - Contract for latrine pumping (\$1.5)					
	400 - Supplies (\$.5)					
09	Matcher Pass Public Use Area/Independence Mine Project Cost: \$900.0					
	<u>Line Item Explanation</u>	-0-	45.0	45.0	45.0	45.0
	100 - Park Ranger I (\$26.0)					
	300 - Contractual Services for janitorial maintenance (\$4.0); refuse collection (\$4.0); pumping (\$1.0); vehicle cost (\$3.0); facility maintenance (\$3.0) = \$15.0					
	400 - Supplies (\$4.0)					
10	South Denali Project Cost: \$200.0					
	<u>Line Item Explanation</u>	-0-	-0-	-0-	-0-	-0-
	N/A					

SECTION	PROJECT	FY'89	Fiscal Note Cost Estimates			FY'93
			FY'90	FY'91	FY'92	
30	Willow Creek State Recreation Area Project Cost: \$100.0					
	<u>Line Item Explanation</u> N/A	-0-	-0-	-0-	-0-	-0-
14	Kenai River Interpretive Boardwalks (Kenai) Project Cost: \$350.0					
	<u>Line Item Explanation</u>	-0-	10.0	10.0	10.0	10.0
	300 - Janitorial contracts garbage pick-up, latrine pumping (\$5.0); DOT vehicle costs (\$2.0) = \$7.0					
	400 - Supplies and minor maintenance items (latrine supplies, paint, small tools, lumber and materials) (\$3.0)					
	<u>LOCATION: Kenai Peninsula</u>					
15	Whiskey Gulch/Sport Fish Access Project Cost: \$1,000.0 522,000.					
	<u>Line Item Explanation</u>	-0-	50.0	50.0	50.0	50.0
	100 - Park Ranger 1 (\$23.8)					
	300 - DOT vehicle cost (\$5.1); janitorial maintenance (\$4.0); refuse collection (\$4.0); latrine pumping (\$2.1); small maintenance contracts (\$3.0) = \$23.2					
	400 - supplies for maintenance (\$2.0)					
	500 - Portable VHF radio (\$1.0)					

SECTION	PROJECT	FY'89	Fiscal Note Cost Estimates			FY'93
			FY'90	FY'91	FY'92	
<u>LOCATION: Southeast</u>						
16	Chilkoot Lake Recreation Area/Chilkat Park (Haines) Project Cost: \$250.0					
	<u>Line Item Explanation</u>	-0-	5.0	5.0	5.0	5.0
	300 - Road grading contract (\$3.0); latrine pumping (\$1.5); signing - repair and maintenance (\$.5) = \$5.0					
17	Castle Hill Historic Site (Sitka) Project Cost: \$210.0					
	<u>Line Item Explanation</u>	-0-	3.0	3.0	3.0	3.0
	300 - Janitorial maintenance contract (cleaning, garbage removal and latrine pumping) = \$3.0					
18	Totem Bight/Totem Carving Program (Ketchikan) Project Cost: \$200.0					
	<u>Line Item Explanation</u>	-0-	3.0	3.0	3.0	3.0
	300 - Janitorial maintenance contract (latrine pumping, cleaning and garbage removal) = \$3.0					
SUMMARY/RECAP OF LINE ITEMS	TOTAL:	-0-	229.0	219.0	219.0	219.0
100 -		-0-	108.6	98.6	98.6	98.6
200 -		-0-	-0-	-0-	-0-	-0-
300 -		-0-	102.0	102.0	102.0	102.0
400 -		-0-	17.4	17.4	17.4	17.4
500 -		-0-	1.0	1.0	1.0	1.0
TOTAL		-0-	229.0	219.0	219.0	219.0

Position Title		Park Ranger I		No. of Positions	1	Ranger/Step	1/A	Burg. Unit	CCU
Time Status		Staff Months		Location		Election District			
Seasonal		7.0		Kenai		5			
Type of Expenditure				Amount		<p>Justification This is a popular King Salmon, halibut and razor claming area with annual visitation of approximately 260,000 people. With the anticipated improvements to afford better access in 11B423 we anticipate a substantial increase in visitation. This will require additional law enforcement to protect resources and crowd control, public safety and assistance, more frequent janitorial maintenance and repairs due to normal wear and tear and vandalism. The incumbent will provide interpretation, first aid and will supervise inmate laborers, volunteers and youth employment crews.</p> <p>Project: Whiskey Gulch/Sport Fish Access; Section 15 11B423</p>			
1		2		3					
Salary		17,626							
Benefits		6,176							
Premium Pay									
Other									
Total Personal Services				23,802					
Travel									
Contractual				5,100					
Commodities									
Equipment				1,000					
Other									
Total Cost				29,802					
Funding Source for Total Cost									
Federal Receipts		1002							
G. F. Match		1003							
General Fund		1004		29,802					
GF Program Receipts		1005							
Other									

**Request For
New Position**

Agency Natural Resources
 BRU Park and Recreation Management
 Component Park Management

Page 1 of 1
 Revised Date

FY 89

HB 423 BACKGROUND

Quartz Lake		
	70 units x \$5/day x 100 days x 60% =	\$ 21,000
	Concession contracts	10,000
Chena		
	2 cabins x 365 days x \$20/day x 60% =	3,700
Chena		
	60 units x \$10/day x 100 days x 70% =	42,000
	Concession contracts	10,000
Birch		
	20 units x \$5/day x 100 days x 60% =	6,000
Haines		
	96 units x \$5/day x 100 days x 60% =	28,800
Castle Hill		
	5,000 people x \$1.50 =	7,500
Totem Bight		
	Commercial Permits	30,000
Dry Creek		
	60 units x \$5/day x 100 days x 60% =	18,000
Ft. Abercrombie/Buskin		
	32 units x \$5/day x 100 days x 60% =	9,600
	Tours: 5,000 x \$1.50	7,500
Finger Lake		
	60 units x \$5/day x 100 days x 60% =	18,000
Hatcher Pass		
	30 people/tour x 84 hours x \$2/tour =	5,000
	Concessions =	7,000
Whiskey gulch		
	200 units x \$5/day x 100 days x 60% =	60,000
	TOTAL:	<u>288,300</u>

HB 423 - State Park Tourism Improvements

ANNUAL REVENUE PROJECTIONS

<u>INTERIOR</u>	<u>PROJECT DESCRIPTION</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>FISCAL NOTE</u>
Quartz Lake SRA	70 vehicle campground Boat ramp/handicap access	\$5 campground fee Small concession operation	\$ 31,000	5.0
Chena River SRA	Trailheads/trails/trail shelters/ group picnic area/shooting range/ cabin	Cabin rentals	8,700	27.0
Chena River SRS	Road improvement/group picnic area/ river trail/campsites. Replace deteriorated facilities at 60-unit campground	\$10 campground fee Small concession operations	52,000	2.0
Birch Lake SRS	Access road/20 campsites/picnic/ well/latrine	\$5 campground fee	6,000	7.0
Chena Hot Springs Trail	Trail dedication	-	-	10.0
<u>SOUTHEAST</u>				
Haines Parks	Add 32 campsites/boat ramp/road improvements/improve existing 64 campsites	\$5 campground fee	28,000	5.0
Castle Hill SRS	Trail/handicap access/lighting/ interpretive/shelter	Possible tours/concession	7,500	3.0
Toten Bight SRS	Replace deteriorated poles/pole carving demonstration/repair clan house/landscaping	Commercial permits/tours	30,000	3.0

HB 423 - State Park Tourism Improvements

ANNUAL REVENUE PROJECTIONS

Page 2

<u>AUTHORITY</u>	<u>PROJECT DESCRIPTION</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>FISCAL NOTE</u>
Trinity Creek SRS	Rehabilitate 60-unit campground Improve access road	\$5 campground fee	\$ 18,000	5.0
Maskin River SRS L. Abercrombie SHP	Improve access road/rehabilitate 32 campsites/develop WW II history museum	\$5 campground fee Historic tours	17,100	15.0
Winger Lake SRS	Develop 60-unit campground/handicap trail/dock. Replace deteriorated facilities/boat launch	\$5 campground fee	18,000	2.0
Witcher Pass	Road improvement/trailhead parking Historical buildings improvement	Historic tours/concessions	12,000	45.0
Eagle River Visitor Center	Foundation repair, interpretation, vehicle parking, expansion	Local tourism destination and economic impact from 50,000 visitors per year	No direct fees	0
Wugach SP	Trailheads and trail improvements Turnagain Arm Scenic Corridor improvement, Eagle River Greenbelt access, Eklutna Lake facilities	Local tourism destination and economic impact from 376,000 visitors per year	No direct fees	35.0
Kenai River Flats	Waterfowl, caribou and Snow Goose area/wetland interpretation and boardwalk	Local tourism destination and economic impact from 100,000 visitors per year	No direct fees possible concession	10.0
Whiskey Gulch	Beach access road 200-unit campground/sanitary facilities	\$5 campground fee	\$60,000	50.0



Alaska State Legislature

HOUSE OF REPRESENTATIVES

Committee on Finance

Official Business

P.O. Box V
State Capitol
Juneau, Alaska 99811

TO: Representative Al Adams

FROM: Representative Kay Brown *Kay*

DATE: April 28, 1988

SUBJ: CS HB 423(Res)/Tourism Projects Bill

The purpose of this memorandum is to provide you with an update of the status of CS HB 423 (Res), the tourism projects bill, and to request that the bill be brought back before the full Finance Committee as soon as possible so that it can be moved to Rules and considered by the full House.

As a result of consultations with members of the subcommittee for CS HB 423 (Res) and other co-sponsors of the bill, I have developed a proposed Finance CS. I have attached a marked up copy of the Resources version of the bill along with a revised sectional analysis which reflects the proposed changes. A draft CS is also attached.

The most fundamental change in the proposed committee substitute is a lower overall cost of approximately \$8 million (down from about \$10 million) as a result of reducing appropriations for some project and eliminating others. The proposed Committee substitute also reflects the inclusion of a few new projects.

If you have any questions about specific projects or the changes proposed in this measure, please let me know.

attachments

04/28/88 revised
9:03 am

Summary Notes
Proposed CS HB 423 (Fin) - Tourism Projects Bill
(in thousands)

Sec	Statewide Projects	Res CS	Fin CS
19	DNR/Historic Preservation Grants	100.0	100.0
20	DNR/Highway Interpretive Signs Program	25.0	50.0
22	DOTPF/Tourism-Recreation Signage	50.0	--
38	Youth Conservation Corps	225.0	150.0
	Subtotal	400.0	300.0
Sec	Interior		
01	Quartz Lake Recreation Area	250.0	200.0
02	Chena Recreation Area	210.0	200.0
03	Chena River Recreation Site	50.0	50.0
04	Chena Hotsprings Trail	50.0	50.0
05	Birch Lake Recreation Site	250.0	--
06	Dry Creek Recreation Site	150.0	150.0
21	Fairbanks Historic Preservation/Riverboat Nenana	25.0	50.0
27	Tok Gold Dredge*	688.0	--
27	Tok Gateway to Alaska Park*	--	320.0
	Subtotal	1,673.0	1,020.0
Sec	Kodiak/Rural Alaska		
07	Buskin River Recreation Site/Ft. Abercrombie	200.0	200.0
28	Yuktavik Museum/Yup'ik Cultural Center	545.0	450.0
31	Nome/Various Projects	160.4	160.4
32	Snake Lake Access Road (Dillingham)	55.0	--
33	Unalaska Pictorial Display	54.2	54.2

34	King Cove/Town Center Park	23.5	23.5
35	Newhalen/Historic Site Renovation	9.0	9.0
36	Togiak/Marine Tourism Center	48.5	48.5
37	Naknek Museum	15.0	15.0

Subtotal		1,110.6	960.6
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Sec Anchorage-Eagle River-Whittier

11	Eagle River Visitor Center	300.0	300.0
12	Chugach State Park	670.0	670.0
13	Alaska Zoo/Glacier Bear Exhibit	150.0	100.0
23	Alaska Aviation Heritage Museum	160.0	60.0
26	Ft. Richardson Hatchery	25.0	25.0
26	Elmendorf Hatchery	37.2	37.2
##	Whittier Campground Facilities*	--	360.0
##	Anchorage Historic Properties, Inc.*	--	30.0

Subtotal		1,342.2	1,582.2
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Sec Mat-Su Valley

08	Finger Lake Recreation Site	200.0	175.0
09	Hatcher Pass /Independence Mine	900.0	700.0
10	South Denali	200.0	200.0
26	Big Lake Hatchery	25.2	25.2
30	Willow Creek State Recreation Area	100.0	100.0

Subtotal		1,425.2	1,200.2
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Sec Kenai Peninsula

14	Kenai River Interpretive Boardwalks	350.0	300.0
15	Whiskey Gulch/Sport Fish Access	522.0	500.0

26	Crooked Creek Hatchery (Kasilof)	22.0	22.0
39	City of Soldotna/Boardwalks	300.0	250.0
40	City of Homer/Homer By Pass-RV Dump	178.0	--
40	City of Homer/Kachemak Visitor Center*	--	190.0
	Subtotal	1,372.0	1,262.0

Sec Southeast

16	Chilcoot Lake Rec Area/Chilkat State Park (Haines)	200.0	100.0
17	Castle Hill Historic Site (Sitka)	100.0	75.0
18	Totem Bight/Totem Carving Program (Ketchikan)	200.0	175.0
24	Chilkat Bald Eagle Observatory-Cultural Center	1,500.0	750.0
25	State Maritime Museum (Ketchikan)	50.0	50.0
26	Klawock Hatchery	26.0	26.0
26	Deer Mountain Hatchery (Ketchikan)	32.0	32.0
29	Juneau City Museum	490.0	400.0
##	Juneau RV Park Project*	--	40.0
	Subtotal	2,598.0	1,648.0

GRAND TOTAL **9,921.0** **7,973.0**

* proposed change in scope of project or new section
no existing section number

Alaska State Legislature



House of Representatives

REPRESENTATIVE
BETTE CATO
DISTRICT 6
BOX 775
VALDEZ, ALASKA 99686
(907) 835-4568
WHILE IN JUNEAU
P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4858
(907) 586-2660

COMMITTEES
—
CHAIRMAN
HOUSE TRANSPORTATION
—
MEMBER
COMMUNITY AND
REGIONAL AFFAIRS
LEGISLATIVE COUNCIL
TRANSPORTATION
BUDGET SUBCOMMITTEE

March 4, 1988

Representative Kay Brown
P. O. Box V
Juneau, Alaska 99811

Kay

Dear Representative Brown:

I recently contacted your office regarding HB 423. Eric has informed me this bill will be considered before the House Finance Committee on Tuesday and may be placed in subcommittee for further consideration.

I have reviewed the criteria you outlined and feel the projects I am requesting meet this criteria. I discussed the guidelines with each of the communities, the additional backup information is now being prepared and will be available for your review early this week.

I would appreciate your consideration of the attached amendments for inclusion in HB 423.

If I can provide you with any additional information, please contact my office, 465-4858

Sincerely,

Bette

Representative Bette Cato
House of Representatives
District 6

A M E N D M E N T

CATO

The sum of \$496,000 is appropriated from the general fund to the Department of Administration for payment of a grant under AS. 37.05.315 to the City of Whittier for development of the Whittier camper and trailer park.

WHITTIER CAMPER PARK PLAN - 1988
PROJECT DESCRIPTION

NEED FOR THE PROJECT

The City of Whittier, and the Prince William Sound area, is a rapidly growing recreational/tourism region. As the numbers of tourists increase each year the demands put on communities such as Whittier also increase. Whittier has always been considered a place you pass through to get somewhere else, not somewhere you go to stay overnight. In order to change this perception, there is a need to provide places for overnight parking of campers, trailers, motorhomes and tent campers. The project described in this narrative is a summary of project elements that have been combined from previous camper park project plans that were unfunded. The city would like to provide a campground near the central business district, about a mile from the ferry terminal and the small boat harbor. The proposed site is currently underutilized and only developed insofar as some grading has been accomplished by the city in order to try to establish facilities on its own.

EXPECTED BENEFITS

The greatest benefit of this project will be the accomodation of the thousands of tourist vehicles that currently pass through Whittier every season. The secondary benefits for Whittier and the Prince William Sound area will be an improvement of the city's image while at the same time attracting people to stay longer and enjoy the pristine and scenic experience of Prince William Sound. As the "unofficial" gateway to Prince William Sound, the City of Whittier is currently underutilized as an access point for the scenic and recreational benefits that are available on the state of Alaska's best inland waters. Due to the city's location relative to the Municipality of Anchorage, where about half the population of the state resides, there currently exists a sizeable segment of the Anchorage population that choose to frequent Whittier in the summer for recreational activities such as fishing, hiking and kayaking to name just a few activities. Because there is very little land available for development by the city, many of the folks who visit Prince William Sound through Whittier are forced to camp next to roads, in designated picnic areas, in parks, and on private property. Often, this occurs in violation of local laws. When attempts are made to enforce these laws, in order to preserve the health, safety and welfare of the community, the tourist or visiting neighbor to Whittier comes away from the experience with a negative feeling. As many a visitor has found upon visiting Whittier, once the train pulls out in the evening, you can't just keep on going down the road until you find a place to pull out. Every year, folks who are waiting for standby positions on the ferry Bartlett are forced to "camp" right where they are in the harbor staging area because their motorhomes and RV's cannot be accomodated even overnight in Whittier.

Any improvements in this condition would benefit the community of Whittier, the residents of the state of Alaska and those tourists who choose to visit Prince William Sound as they motor through the Alaska experience.

DEVELOPMENT APPROACH

Funding this project will allow for the phased development of the available site through the use of local labor and volunteer efforts under the direct supervision of the City of Whittier. Any elements of the project that require professional services or other unobtainable skills will be bid publicly and contracted directly by the city. The project elements include but are not limited to: project site clearing, construction and improvement of access roads, installation of central comfort facilities and extension of city services to the site, construction of shelters, and construction of camper spaces. It is hoped that construction can begin as soon as funds can reasonably be received by the City of Whittier in early fiscal 1989. It is expected that site clearing, grading and the extension of stubbed out utilities can begin immediately while materiel for roads, and pads is being acquired. Also it is expected that design of a comfort station and related facilities can be contracted directly and plans obtained by early fall. Construction of out buildings and other related facilities will begin in September or October. Finish work and installation of building fixtures and outdoor amenities, such as picnic tables and barbeque grills will be accomplished in the spring of 1989. The picnic tables, and barbeque grills will be fabricated by the city during the winter in the city's shop facility.

SITE DESCRIPTION

The site is about eight acres of undeveloped land which is located about 800 feet South Southwest of the central business district of Whittier and about one half mile south of the Whittier Small Boat Harbor and Alaska Marine Highway System ferry terminal facility.

COST ESTIMATES FOR PROJECT DEVELOPMENT

1) Site Preparation

Cut	2,000 cubic yards	\$ 6,000
Grading	100,000 square feet	\$20,000

2) Utilities

Water	552.5 linear feet	\$41,437.50
Sewer	552.5 linear feet	\$41,437.50

3) Landscaping

Ground Cover		\$ 5,000
Grass	2,000 square feet	\$ 1,500

4) Roads, Trails, Parking

Roads	24' wide, 2400 linear feet	\$30,000
Parking	55 spaces @ 66,000 square feet	\$55,000
Trails	1000 linear feet	\$ 5,000

5) Support Buildings

Restrooms	1 @ 500 square feet	\$15,000
Shelters	2 @ 725 square feet	\$60,000

6) Picnic Sites

Tables	55 each	\$ 5,500
Cooking Grill	55 each	\$ 5,500

7) Signs

Temporary Construction Sign		\$.00
Permanent Entrance Sign		\$ 500
Miscellaneous Signs		\$ 500

Administration by City of Whittier - 15%
to include but not limited to: contracting,
supervision, audit, etc. \$43,931

Contingency for inflation \$10,000

Total Cost of Project \$346,505

*** Analysis of revenue potential and cost to maintain facilities is currently being reviewed. Will be forwarded as soon as review is complete. Any questions re: above material should be addressed to Duane Duvick or Georgia Buch, City of Whittier 472-2327.*



April 20, 1988

Representative Kay Brown
State Capitol
P. O. Box V
Juneau, Alaska 99811

RE: Mears/Laudermilch Historic Preservation Project

Dear Mrs. Brown:

I am writing this letter to confirm that Anchorage Historic Properties, Inc. is continuing with efforts to purchase the lot at Second Avenue and "F" Street.

Anchorage Historic Properties, Inc. has also reviewed the proposal which was submitted to us by Kit Crittenden who represents the Historic Preservation Association. Because there are so many uncertainties with respect to the financial, marketing, and business opportunities associated with development of this property, Anchorage Historic Properties, Inc. has issued a Request for Proposal with the intent of retaining a consultant to identify development scenarios, and the feasibility of each scenario. We also want the consultant to provide an opinion of the valuation of preservation easements on other historic properties in the Second Avenue and "F" Street area. A copy of the Request for Proposal is attached for your information.

Anchorage Historic Properties, Inc. is developing a preservation plan for Second, Third, and Fourth Avenues, so the consultant's findings will help us determine what opportunities are available. We hope, as always, to leverage the historic preservation fund so that a number of preservation projects can be accomplished.

We will keep you informed of progress made on this project.

Sincerely,
ANCHORAGE HISTORIC PROPERTIES, INC.

Kerry I. Hoffman
Executive Director

Historic Preservation Association

P.O. Box 93270 Anchorage Alaska 99509 (907) 345-1421

April 8, 1988

Representatives,
Kay Brown and Johnny Ellis
P.O. Box V
Juneau, Alaska 99811

Subject: The Mears/ Loudermilch House Project

Dear Representatives Brown and Ellis,

Our friend and supporter, George Sullivan, who was in Juneau last week, suggested we make an additional line item request to fund a specific aspect of the project which could help keep it viable this season; in case you are not able to fully match our original request. If that should be that case we would suggest that the first specific request be for 50,000 to fund the Architectural and Engineering fees. If you are able to find additional funds then we would respectfully ask that you add another 50,000 to fund the Site Development and Utilities costs.

We continue to work with Anchorage Historic Properties Inc. as we move forward with this project.

Thank you for the work you are doing. A copy of letter to Commissioner Tony Smith is enclosed for your review. Please keep up your good work and help us as much as you can.

Sincerely, *Kit Crittenden*

The Steering Committee
Historic Preservation Association
Diane Hayes, Liz Geuss, Kay Linton Kit Crittenden

enc/

Historic Preservation Association

P.O. Box 93270 Anchorage Alaska 99509 (907) 345-1421

April 8, 1988

Commissioner Anthony Smith
Department of Commerce and
Economic Development
P.O. Box D
Juneau Alaska 99811

Dear Tony,

During the past few months our Association has been working with Legislators asking for Jobs Bill and H.B. 423 support. Our 200,000 request will provide equity for our project. Please refer to our Fact Sheet, enclosed, for additional information.

I'm sure you are aware how long it has taken to bring attention to bear upon the Alaska Engineering Commission's First Residence District on West Second Avenue. Our project, the reconstruction of the Mears, AEC House #29, and the Renovation of the Loudermilch House, a 1920's bungalow, on the corner of West Second Ave and F Streets will not only return a large measure of historic credibility to the entire area and increase the value of neighboring property but it will also add to the visitors itinerary in Anchorage.

In today's morning paper Rep. Kay Brown agreed with Al Adams concerns that Commerce and Economic Development budget cuts should be considered but said, "more money is needed for for tourism promotion and projects." We agree with Rep. Brown.

Historic Preservation is not a renewable resource and our state should not put off placing a value and priority upon those unique properties. We should bank those historic assets well now and recognize that no return will accrue to those parts of Alaska not willing to make such a commitment.

Our Association is willing to make an additional specific request for a line item budget consideration this session in order to keep our project alive. But we do not want to weaken support for our original request by so doing.

Your support and recognition for the value of our project could provide the impetus needed to fund this downtown Anchorage project this season. We respectfully appreciate your considered support for this project.

Sincerely Yours,

Kit Crittenden for:

Steering Committee
Historic Preservation Association
Diane Hayes, Liz Geuss, Kay Linton Kit Crittenden
enclosures /cc Josephson, Uehling, Brown, Ellis, Boucher

BIRTH OF A CITY

In the early part of this century, Frederick and Jane Mears were instrumental in turning Anchorage from a ragtag tent community into a frontier town with identity and direction

By KIT CRITTENDEN

An article in a 1915 copy of The New York Times Magazine dubbed Anchorage "the magic town": "The place that had developed from a city of tents almost overnight became a prosperous busy town as if by magic!"

But it was more than magic that willed Anchorage into existence. It was Lt. Frederick Mears who, when he encountered the "tent city" sprawled on the banks of Ship Creek, decided it should become an official town site, with schools and parks and a post office.

A year before the article appeared, Lt. Mears and a large surveying crew had come to Alaska to examine possible locations for the headquarters of a new government railroad. Ship Creek was then a tranquil, forested wilderness, with no tents in sight.

The railroad had been a long time coming to the Alaska wilderness. A decade earlier, President Theodore Roosevelt had sought federal aid to build a railway from the Gulf of Alaska to the Yukon River.

The Alaska Enabling Act, finally signed in March 1914, had empowered President Woodrow Wilson to build the railroad. The Alaska Engineering Commission was formed to examine proposed routes, and Lt. Frederick Mears was chosen to serve on that commission. Mears was named because of his broad experience as an engineer with the Great Northern Railway, Army engineer and chief engineer of the Panama Railroad.

Wearing trench coats, felt hats, high-laced boots, woolen shirts and knickers, eleven parties headed out into the field during the summer and early fall of 1914. Their search for the best possible routes for the new rail line took them from Seward to Fairbanks, including the Kuskokwim and Portage Bay areas. Followed by a pack of 120 horses, they pitched themselves against the elements and unforgiving terrain.

The final technical report was delivered to the president in February 1915. Two months later, President Wilson made public his decision to build the 500-mile rail project over the western or Susitna route. Ship Creek, Alaska, was to be the site for the construction operation.

Editor's note: The Historic Preservation Association works to reconstruct and sometimes relocate historic buildings from Anchorage's past. This article looks at the Mears family, one of the most influential in Anchorage's genesis in the early 1900s. The Mears home was torn down in 1972, destroying a link to the city's past. The association hopes to someday reconstruct the house and locate it on a West Second avenue lot.

Several weeks before Wilson's big announcement, Mears traveled to Seattle to organize work parties and buy equipment for the start-up operation of the railroad project. Large flat-bottomed barges were acquired to unload supplies on the flats of Ship Creek.

In late April, Mears arrived in Seward aboard the SS Mariposa. With him were five assistant engineers and his newly acquired work force.

A reporter asked when work on the railroad would begin. "Not a word will I say. Absolutely not a word, flat-footed!" was all Mears would reply.

The following day, The Seward Gateway printed a story with the headline "Mears silent as a sphinx." The commission had taken every opportunity to discourage stampedeers from coming to Alaska. It wanted to provide for a smooth transition from wilderness to town.

But news about the new railroad traveled fast, even in those days. In spite of all precautions, when Mears arrived at Ship Creek he was overwhelmed by what he saw: a ragtag array of 1,000 white tents billowing in the breeze.

Wilson's announcement had caused a rush by people who set up camp on the flats above the creek. Every boat that entered the harbor brought more tradesmen and people seeking work with the railroad.

Overnight, a town with a population of 2,000 had come into being. Water sold for 5 cents a bucket, a wagon and team rented for \$2 an hour, and sanitation, if it existed at all, was primitive.

When Mears strode ashore, he was prepared to proceed immediately with the initial work of



connecting Ship Creek with the Matanuska Coal Fields. After he surveyed the chaotic tent town and looked into the eager faces of those who clamored to greet him, he changed his mind. He realized his first responsibility was for their welfare. He decided a permanent town site should be established.

No doubt he wondered how to carry out the orderly transition he wanted. He wrote long, careful letters to other commission members asking them to speed authorization for a survey of the new town site on the plateau just south of Ship Creek so lot sales could begin. He asked that liquor sales be forbidden. He also urged them to send his friend, Andrew Christensen, an able land office chief, who would direct the survey of the 350-acre new town site.

The Alaska Railroad Townsite Regulations, issued three months later by President Wilson, said property would be forfeited if "it were used for the manufacturing, selling or disposing of intoxicating liquors, or for any other unlawful purpose, such as gambling or prostitution." Federal lands were reserved within the town site for municipal buildings, a post office, school, park and cemetery.

On July 10, 1915, the town site auction began. In his speech, Christensen began by saying, "Ladies and gentlemen I am glad to see so many out today. The town site will be ready when the sale is over; 32 blocks have been cleared and some streets. I have seen some of you come here, erect your tents and do business before the departure of the boat that brought you. If you can do that in that case, there is no reason why you can not also do it when you move to the new town site."

A mass exodus began from the flats of Ship Creek. Teams of horses pulled temporary wooden structures up the C Street hill, to the new town site.

Government for the town began when Mears opened the Ship Creek post office. The commissioners did not want to become deeply involved in city government, yet there was no way they could avoid responding to the needs of the new residents for water, sewers, schools or electricity.

In September 1915, a sanitary officer was appointed. A water system was installed by



Frederick Mears, opposite page, and his wife, Jane Weinwright Mears, left, played crucial roles in the founding of Anchorage. In the photo at right below, taken by renowned Alaska photographer and painter Sydney Laurence in 1915, tents are moved to the new Anchorage town site. Below is the stately Mears home, one of the city's first residences, which fell under the wrecking ball in the early 1970s.



pumping water from a sand filter bed in Ship Creek. A sewer system replaced inadequate cesspools throughout the town. The town got phones when Mears decided to purchase equipment from an opportunist, who had bought it on credit with the hope of cashing in on the situation.

The commission improved the quality of life in the new town. It established parks, ran excursion trains, founded a YMCA and controlled the spread of influenza during the 1918 epidemic.

The government built a cluster of small cottages to be ready for railroad personnel and their families scheduled to arrive the following year.

Jane Weinwright Mears joined her husband in 1915. Their first home was a cottage on Government Hill. The Mears had four children, including a son, Frederick, who was born on Christmas Day 1915 in a log hospital, the only building that existed at the time.

That first year, the women shared with Jane Mears the conviction that the town sorely needed a school. She helped the townspeople secure their new building at a cost of fifteen-hundred dollars. Mears Junior High School is named after her.

Between 1916 and 1917, the commission constructed a row of larger dwellings closer to town and the construction terminal of the railroad. In 1917, the Mears and other members of the railroad management team moved from their Government Hill cottages to their new houses on West Second Avenue.

The residence for Mears and his growing family was built according to his specifications. Its outstanding feature was a large front veranda that continued the full width of the house. According to one Anchorage pioneer, nothing was spared when the government built those houses. They had copper boilers, fireplaces, leaded windows and front verandas.

LT. Mears functioned almost like a mayor of the new town site. He was remembered as a man who got things done. As chief engineer in charge of 230 miles of main line that extended from the head of Turnagain Arm to the summit of Broad Pass, he was also responsible for



hundreds of tons of railroad equipment and supplies that arrived by steamer. Every day he released official circulars about harbor improvements, advocated economic use of electrical power and prohibited the use of gasoline, coal oil and alcohol for heating.

He was personally interested in the welfare of his workers. The camp boss at Broad Pass learned a lesson from Mears when he tried to tell a group of tired, hungry men to move on, then told Mears he could have the one unoccupied bed. Mears retorted, "Like hell I will. These men are here to help us, and they are going to have decent treatment."

World War I was hard on the construction plan for the railroad. About half of the commission's clerical and engineering forces enlisted in the armed services. Mears himself resigned in January 1918 when he was called to recruit a railroad construction regiment to serve on the French railroad system. Before he went overseas, employees of the Anchorage division presented him with a jewel-hilted saber.

At the war's end, Mears returned to Anchorage and remained on the job four more years to

see the railroad to completion, during the summer of 1923.

The famous golden railroad spike, ceremoniously driven by President Warren Harding at Nenana in August 1923, had been purchased by the people of Anchorage as a gift to Mears in appreciation of his many years of dedicated service. Made of 14-karat gold, it was 3 1/2 inches long, weighed 13 1/4 ounces and was valued at \$600.

In her book "Anchorage, All-America City," Evangeline Atwood said of Frederick Mears, "Colonel Mears had served as the guiding light of the town ever since its beginning. The townsfolk had looked to him for counsel and assistance. Both he and his wife, Jane Mears, had been active in town affairs and they would be missed."

Her daughter, Elizabeth, now living in Seattle, remembers her father's quiet but cordial manner, her mother's vitality and gaiety, and the love her parents held for each other. She also remembers their home as a place of impromptu musicals and theatricals. It was beautifully furnished in the tradition of the times, with Sydney Laurence paintings on the walls and Oriental carpets and bearskin rugs on the floors.

After the Mears left Anchorage in June 1923, their home continued to serve successive railroad managers. It was later owned by Dr. Harold Sogns and later still by the Max Peabody.

The Peabody's sold the house to developers in 1912. The developers offered the structure and \$3,000 to the city if it would be moved. Members of the community, historians and the city council went on record acknowledging its historical importance to Anchorage.

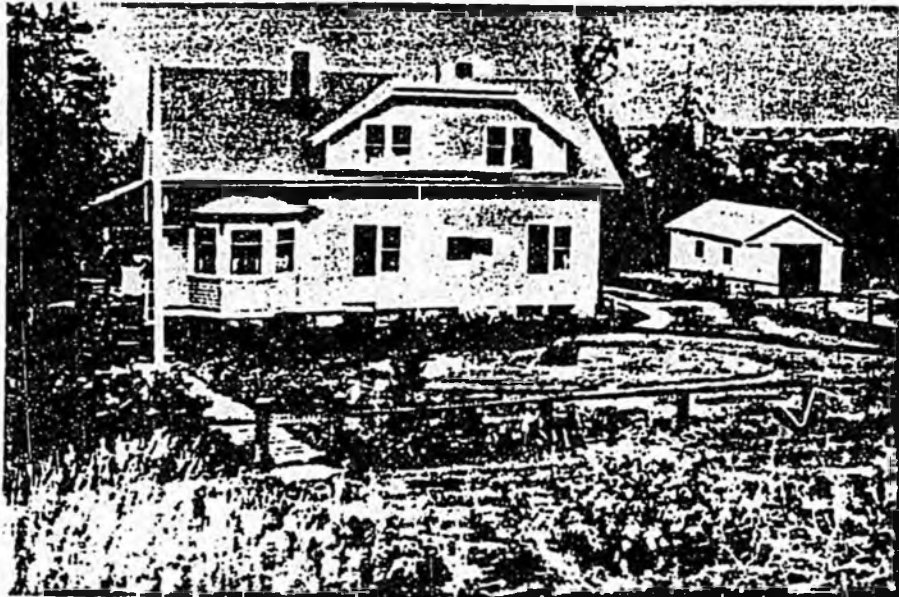
But after several efforts to save it, the house was lost to the wrecker's ball when it was determined money was unavailable to move or protect it. A

□ Freelance writer Kit Crittenden is one of the founders of the historic preservation movement in Anchorage.

PUBLIC BENEFIT AND NEED FOR
THE RECONSTRUCTION OF THE A.E.C. HOUSE # 29,
THE FREDERICK MEARS RESIDENCE AND
THE RELOCATION OF THE LOUDERMILCH HOUSE
ON WEST SECOND AVE. ANCHORAGE, ALASKA

February 4, 1988

HISTORIC PRESERVATION ASSOCIATION
P.O.Box 93270 Anchorage, Ak. 99509



Anchorage Historic District
(AHRIS SITE NO. ANC-081)

1. Ohlson House
2. City and State:
Anchorage, Alaska

3. Date taken: period
1930-1939
4. Photographer:
not identified
5. Negative Location: Alaska

Railroad Headquarters,
Anchorage, Alaska
6. View southward toward
north face of residence of
General Manager of Alaska
Railroad, built originally
as Alaska Engineering
Commission Cottage #29 for
Commissioner Frederick Mears
on Original Anchorage Townsite
Block 15 Lots 3-4
7. Photo #4

January 22, 1988

Historic Preservation Association

P.O. Box 93270 Anchorage Alaska 99509 (907) 345-1421

During February of 1987, Historic Preservation Association was formed to gain public support and acceptance for the reinstallation of two of Anchorage's historic houses on a 100x100 foot vacant parcel of land, on the corner of West Second Avenue and F Streets. Since then, a Proposal based upon the premise that the land will be purchased by others and leased to the development entity at no cost, has been offered by our Association.

In July of 1987, a Grant of \$2,005,000 was awarded to Anchorage Historic Properties Inc. Under the terms of the grant, that corporation will acquire and restore historic structures, establish a revolving loan fund to finance historic preservation projects, and administer historic preservation undertakings. The applicability of those funds to this project will help insure its success.

The Preliminary Information focuses upon the reconstruction of A.E.C. House #29, a residence originally built for Frederick Mears, the person who had more to do with the initial development of Anchorage than any other individual. The demolition of his house, in 1972, was a deep loss to this community and caused a break in the lineage of the visual endowment of our city.

The National Register provides recognition to a reconstructed building if no other structure, with the same association survives, if the building is at least fifty years old and if it can be authentically resited in a place of dignity. Those requirements can all be met by both houses in this proposal. The original AEC plans for the Mears House will be used in its reconstruction. The eastern half of the property upon which the houses will be sited is the original location of the other house.

Our Association looks at this project as an exciting rebirth of history that will set the tone for the possible restoration and adaptive reuse of historical structures on either side of West Second Avenue. Robert Baron, Professor of Architecture at the University of Idaho, said, recently, "I am convinced that cultivation of a sense of place will be one of the most important issues for community leaders and environmental designers in the decades to come."

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

ANCHORAGE HISTORIC DISTRICT
(AHRIS SITE NO. ANC-081)

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

Statement of Significance:

The configuration of this district represents an area presenting a possible cross-section of the prehistory and history of Anchorage. Unfortunately, virtually no physical evidence survives in the district of the events which transpired here. The district denominated on Map 2 is significant, however, as an illustration of how not to plan a city.

Archaeological evidence, which presumably was in the ground along the banks of Ship Creek, was destroyed during excavation and earth moving for roadway foundations, rerouting and damming of the creek, and for construction of the Anchorage railroad terminal yards. Many post-1915 residences built in the district have been moved or razed so that only a few remain from the founding period, and most of these have been substantially altered or modernized.

Little remains of the historic scene from any period. What does remain is an outstanding example of the deliberate avoidance of responsibility in 1915 by the Department of the Interior for the application of the knowledge available for planning at the inception of the development of the City (now the Municipality) of Anchorage. Instead, the General Land Office, U. S. Department of the Interior, applied principles that it well understood to be effective for laying out a pasture on the open range, but were not conducive to the human condition, in an area recognized and publicly proclaimed by the Department to be a permanent city for long time human habitation. By 1925 nine departments and twenty-three separate offices or bureaus of the federal government exercised authority over the Alaskan domain, delighting the bureaucrats and infuriating the sourdoughs.

The concept and survey for the Original Townsite is now matched in perspicuity by the concept for the historic district. The district includes the sites of nineteen of the original residences built by the Alaska Engineering Commission as residences for its members and administrative personnel. Of these nineteen, eight survive, in much altered condition. The more important group of these cottages, and the first built, were on Government Hill, not in the historic district. The one Cottage apparently of most probable historical importance has been scrapped and is the site of a commercial building in the historic district. The writer is referring to the Mears Residence. House (A.E.C.) #29.

None of the original public buildings which were in the district survives. The second hospital is gone, though its long-time site is in the district. The first non-government Anchorage hospital was not located in the

Representative Dick Shultz

Alaska State House of Representatives
P.O. Box V • Juneau, Alaska 99811 • (907) 465-4940
Home: P.O. Box 487 • Tok, Alaska 99780



Member
House Resources Committee

MEMORANDUM

TO: MEMBERS TOURISM FINANCE SUBCOMMITTEE
FROM: REP. DICK SHULTZ *PS for DS*
DATE: MARCH 26, 1988
RE: DREDGING UP ALTERNATIVE PROJECTS

After a careful review of the controversy surrounding the "Forty Mile Dredge Project" contained in House Bill 423, and seeing the need to stay on a positive note in moving this important piece of tourism legislation along, I am offering two alternative projects.

The Tok / Gateway To Alaska, and Delta Jct. / Alcan Theme projects are designed to meet the criteria of HB 423 while keeping within the goals of the two respective communities preparing for the 1992 (50th anniversary) Alcan celebration.

In working with the Governor's office, the Division of Tourism, and the Legislative Tourism working group to help bring about increased traffic on our highways, two important aspects have been discussed. Number one, we need to increase our independent traveler volume. Number two, we need to upgrade the highway system environment they will be exposed to.

I see 1992 as a reasonable target date for several of these and other goals. Working with our Canadian neighbors on the celebration, we will be laying the ground work for leaving a long lasting favorable impression with our highway travelers. By 1992, all major Alcan Highway improvements will be done, the Division of Parks Facilities will be more numerous, the Division of Tourism marketing will be in full swing, and the highway communities will have their individual preparations ready for the celebration.

These two projects will be a major part of that preparation, and will produce permanent long term benefits to all highway visitors in years to come. The goals of these projects are to provide folks a glimpse, in Tok and Delta, of some of the exciting experiences waiting for them as they travel Alaska's highways to points beyond.

Your assistance and foresight in helping to fulfill these "1992" goals is sincerely appreciated.

Project: TOK / "GATEWAY TO ALASKA PARK"

Description; As most people already know, the only highways that link Alaska to the continental United States merge in Tok Alaska. As a result, literally every motorist inbound for Anchorage, Fairbanks, and points beyond negotiates the famous intersection in Tok.

In 1992, we will be celebrating the 50th anniversary of the Alcan highway. Our communities along the highway in District 17 are already planning events to commemorate the highway and those who built it.

The proposed "Gateway To Alaska Park" fits into ongoing plans for beautifying the Alcan intersection area in Tok, while reserving a central space for a landmark to be placed there.

Through this project, local people will landscape an area approximately one acre in size which will be bounded by a rustic log fence with two larger than life big game mounts at the entrance. Winding board walks will meander through miniature gardens of local flora and rock. Benches and tables on and around small patios covered by flowered sod roof log gazebos will be placed for our visitors comfort and enjoyment.

A considerable amount of top soil will be placed and landscaped in rolling contours, and trees will be planted throughout the park. In the center a large space will be reserved for the placement of a monument. The local highschool students will be asked to offer ideas for the landmark, and the Tok Chamber of Commerce, Native Association, and Umbrella cooperation will also contribute concepts.

When completed the " Gateway Park" will benefit and beautify the community and the state.

LOGISTICS

Labor (all local) 20 people at 720 hours

Equipment: (all local) small cat, loader, two dump trucks, backhoe, misc. and hand tools.

Materials; (locally provided) lumber, posts, logs, top soil, bricks, stones, cement, shrubs, trees, flowers, grass seed, and fertilizer.

Moose and Grizzly mounts at entry. (Alaskan Artist)

Costs:

Labor/Admin. (wages and insurance) \$ 187,200.00

\$ Equip. (rental w/operators) \$ 30,150.00

Materials \$ 86,400.00

Grizzly and Moose monuments \$ 23,500.00

Total \$ 327,725.00

The grant will be administered through the Tok Umbrella Cooperation
which is an existing local non profit.

City of Homer / Kachemak Park
Gateway Building +
Visitor Center

Alaska State Legislature



WHILE IN SESSION
PO BOX 169
KENAI ALASKA 995
907 262 2366

HOME ADDRESS
PO BOX 169
KENAI ALASKA 995
907 262 2366

Representative Mike Navarre

March 18, 1988

M E M O R A N D U M

TO: Representative Kay Brown

FROM: Representative Mike Navarre

SUBJECT: CS HB 423 (Resources), further amendmment

Attached please find some required amendments to CSHB 423 (Resources).

The amendments would reduce the appropriation for Whiskey Gulch by \$22,000 (* Sec. 15.), and increase the appropriation to the City of Homer (* Sec. 40.) by the same amount.

The wording of the City of Homer appropriation would also be changed, from "Bypass park and RV dump station", to "Kachemak Park Gateway Building and Visitor's Center Facilities".

As you can see from the attached information, the Gateway Building is now part of the overall bypass park project, along with the RV park and dump station.

The appropriation amount will cover the cost of the building and related road and park facilities. The City of Homer will pay the other development costs, administer the park, and provide all operational costs.

Proposed amendments to CSHB 423 (Resources)

By Navarre

Page 2 - 3:

* Sec. 15. The sum of \$500,000 [\$522,000] is appropriated from the general fund to the Department of Natural Resources for site aquisition and initial development at Whiskey Gulch and for aquisition, rehabilitation, and improvements for sport fishing access to the waters of the Kenai Peninsula.

Page 6:

* Sec. 40. The sum of \$200,000 [\$178,000] is appropriated from the general fund for payment as a grant under AS 37.05.315 to the City of Homer for design and construction of the Kachemak Park Gateway Building and Visitor's Center Facilities [HOMER BYPASS PARK/RECREATIONAL VEHICLE DUMP STATION].

Office of The Mayor

JOHN P. CALHOUN



491 E. PIONEER AVENUE
HOMER, ALASKA 99603-7624
(907) 235-8121
HOME 235-7214

February 16, 1988

Alaska State Delegation
Box V
Juneau, Alaska 99811

Dear Legislator:

House Bill 423 relating to recreational projects include in Section 15 the sum of 1 million dollars for the Department of Natural Resources for site acquisition and development at Whiskey Gulch. In an associated booklet it describes the need to relieve the pressure on the Anchor River area. Although this is a well meaning thought, the businesses located along the Anchor River rely heavily on the tourism. This effort would defray money now going into the Anchor Point economy. With this in mind, I seriously question the merit of this project.

However, if there is an interest in enhancing and improving the tourism on the Lower Kenai Peninsula, a Kachemak Bay Gateway Building and Visitor's Center would be a most welcome project. Attached is a short narrative describing the project and its operation. Councilman Hanoski has spoken with Jack Wiles and Neil Johannsen of the Division of Parks in this regards. Both seem to feel that it would be possible for them to support this project. I hope you will see fit to do so also.

Cordially,

City of Homer

John P. Calhoun
Mayor

JPC/pw

Enclosure

KACHEMAK PARK GATEWAY BUILDING AND VISITOR'S CENTER

Project Description:

Park with 2000 sq. ft. frame structure, located on City of Homer park land.

Project Use:

- (1) Gateway facility for Kachemak Bay State Parks utilized to advise, inform and direct users of the park system.
- (2) Visitor's Center utilized by local Chamber of Commerce to advise, and direct tourists regarding local sites, activities and services.
- (3) Tourist Shop operated by private entrepreneur under City of Homer lease to provide revenue for maintenance of structure.

Project Location:

City Parkland measuring approximately 1200' long X 150' wide. This parcel of land is situated approximately 1 mile from the entrance to the Spit on the Homer By-Pass Road at the intersection of Lake Street.

This location is perhaps one of the most visible and accessible of any within the City. Since the parcel is very long it would provide adequate access and parking for transient vehicles to enter and exit without traffic problems.

This park is planned to have a municipal R.V. sewage dump station as part of Homer's area-wide sewage disposal system.

Economic Impact:

The ongoing budgetary requirements should be minimal. The City would provide maintenance and all operational costs associated with the structure. It would be expected that the entrepreneur leasing the building would provide a positive source of revenue for the City which would be utilized for the maintenance and operation of the Center. Excess revenues would be utilized in part for additional park improvements within the City.

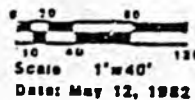
The building should provide both the State and City with a facility for visitors and tourists of the area with no continuing budgetary impact.

Project Need:

For years the State has looked at Kachemak Bay Park system as being one of the most publicly visible parks within the State. Road transportation to the edge of the park via the Homer Spit provides easy access, but since the roads ends before the park entry the problems associated with vehicular traffic in the park are non-existent. The situation lends

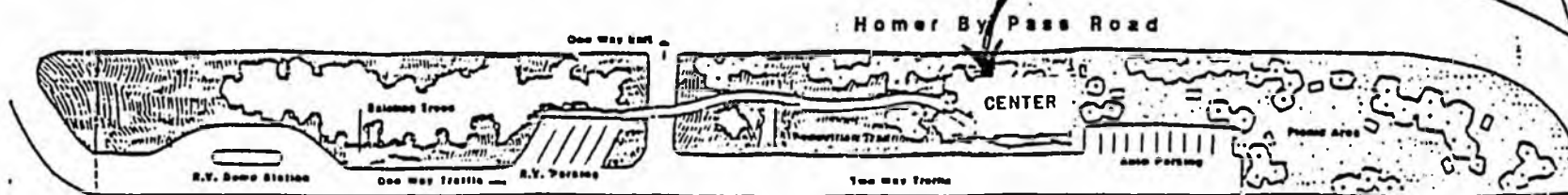
Homer By Pass Road Site Homer, Alaska

For The City Of Homer
Land Design North inc.



KACHEMAK BAY STATE PARK
GATEWAY AND VISITORS CENTER

Lake Road



Slough

Alaska State Legislature

Committees:

Chair-State Affairs
V. Chair-Judiciary
Telecommunications
Special Ethics
Legislative Council
Finance Subcommittee
for the University of Alaska
Joint Committee
on Economic Recovery



P.O. Box 1
Juneau, Alaska 99811
(907) 465-4947

REPRESENTATIVE FRAN ULMER

M E M O R A N D U M

TO: Representative Kay Brown

FROM: Representative Fran Ulmer

SUBJECT: House Bill 423 - Tourism Development Bill

I need your assistance in adding a project to House Bill 423, an act making appropriations for tourism and recreation related capital projects, grants and expenses of state government.

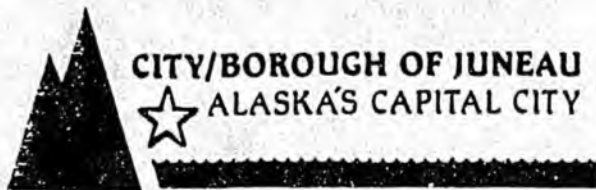
The Southeast Tourism Marketing Council has targeted their tourism efforts on the independent traveler. These tourists require food and lodging and consequently more dollars are captured by the local economy. These efforts are currently stymied because many of these visitors travel to Alaska in recreational vehicles and Southeast does not have an RV park to accommodate their needs.

This much-needed Southeast project to develop RV camping facilities, including water, sewer, electricity, cable, and restroom facilities could be begun with \$50,000. Working with the U.S. Forest Service, these funds would be used for site identification and initial planning and design. The project when completed would be contracted to the private sector for operation.

Your help and approval for adding \$50,000 to House Bill 423 will be much appreciated and supported by the Southeast Alaska Tourism Marketing Council.

Attachments

* Sec. The sum of \$50,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City and Borough of Juneau for site identification and initial planning and design of a recreational vehicle park.



January 25, 1988

The Honorable Fran Ulmer
House of Representatives
P.O. Box V
Juneau, Alaska 99811

Dear Representative Ulmer:

Please find enclosed the City and Borough of Juneau's proposed projects for "tourism and recreation" development which your office requested in a letter dated January 14, 1988. We have quickly put together a comprehensive list of those projects that fall within the category listed in your letter. Staff has worked with the tourism industry and departments within the city and borough to compile this list. The list is not in priority order, is only a staff-recommended list, and does not represent an approved listing of those projects reviewed by the Assembly. Because of the short time frame from when we received your letter and the hearing date of January 20, we were unable to have this list reviewed by the Assembly.

The "tourism and recreation" projects are:

Homestead Park - \$100,000. This project would develop a three-acre park on Douglas Highway that recently had a bus turnout constructed by the Alaska Department of Transportation during the summer of 1987. The project components would be constructing an interpretive area and scenic overlook towards the City of Juneau.

Marine Park Completion - \$1,800,000 - This project would fill in the water area between the Alaska Steamship Dock and the edge of Marine Park. It would include additional shelters, interpretive signing, and an seawalk area.

City Museum - \$490,000. This project would take the existing Juneau Memorial Library (after December 1988) and refurbish the interior with new finishes, carpeting, and ventilation and humidity control systems. The museum then would be relocated into the Juneau Memorial Library space with new exhibits and an interpretive system.

Dock Repairs and Construction - \$1,200,000. This includes constructing a dock from the ferry terminal to the cold storage dock to be used by tour ships.

Downtown Ferry Terminal Transfer Bridge for Cruise Ships - \$850,000. This project would entail reconstruction of the ferry terminal transfer bridge.

The Honorable Fran Ulmer
January 25, 1988
Page 2

Foss Warehouse Acquisition or Development for Waterfront Tourist Expansion - \$400,000. This project would increase the downtown ferry terminal site acreage to allow for expanded use of the waterfront for cruise ships and potential ferry service.

Sheep Creek Parking Lot Expansion for Tourism Sport Fishing - \$475,000. This project would develop an off-street parking lot for approximately 30 to 40 cars in the area of Sheep Creek for the purpose of providing access for sport fishing.

Mendenhall River and Montana Creek Trail Acquisition and Development - \$620,000. This project would assist in the acquisition of those two greenbelts as well as preliminary construction of recreational trails. Project planning complete.

RV Park and Campground for Independent Travelers - \$1,500,000. This project could potentially be done with the U.S. Forest Service. Would entail RV camping facilities for recreational vehicles; sewer, water, electricity, cable, and restroom facilities are planned. In addition, within the construction of this project, campground facilities for the independent hiking traveler would be included.

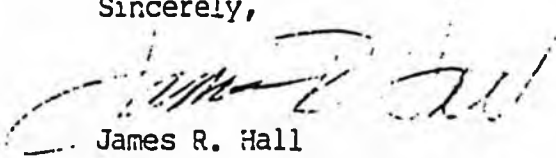
Last Chance Basin Mining Building Stabilization - \$100,000. Many of the Last Chance Basin buildings are deteriorating and need to be structurally repaired in order to withstand the snow load and wind forces prevalent within the basin.

Parallel Taxiway Match for FAA Funds - \$300,000. This project would lengthen the parallel taxiway to enable increased flights while improving the airfield movement within the airport.

City Aquarium - \$3,000,000 to \$5,000,000. This project would be located downtown on the waterfront for tourism-related activities.

Three other projects that have also been mentioned include State Museum Expansion, Native Cultural Center, and U.S. Forest Service Visitor's Center. These priorities were passed on to your staff member Judy Knight. Should you have any questions, please feel free to call me at 586-5251.

Sincerely,


James R. Hall
Assistant City Manager

JRH:sj
cc: Assembly CIP Committee

Project #15: WHISKEY GULCH SRS/KENAI PENINSULA SPORT FISHING ACCESS

Location: 4 miles north of Anchor Point

Senate District: D (A-B)

House District: 5 (A-B)

Amount: 522,000

Description: Acquisition of upland and beach properties, construction of access road, parking area and sanitary facilities.

Justification: Acquisition and development of an access to the southern beaches of the Kenai River and waters of Cook Inlet is a high visitor/sport fishing enhancement priority. Development of facilities in this area would relieve the severe crowding experienced at Anchor River SRA (Anchor Point) as well as the recreational trespass that occurs on the private lands at the mouth of Anchor River. The Whiskey Gulch area is heavily used by local residents and tourists during the Spring and Summer months. The beaches provide excellent clamming and outstanding halibut and salmon fishing are available in the inlet waters adjacent to Whiskey Gulch.

03/07/88

Summary Notes

CS HB 423 (Res) - Tourism Projects Bill

Projects included in the bill, grouped according to geographical location, are as indicated below. The bill section numbers are provided in the left hand column.

Sec Statewide Projects **\$000's**

19	DNR/Historic Preservation Grants	100.0
20	DNR/Highway Interpretive Signs Program	25.0
22	DOTPF/Tourism-Recreation Signage	50.0
38	Youth Conservation Corps	225.0

Sec Interior

02	Chena Recreation Area	210.0
03	Chena River Recreation Site	50.0
04	Chena Hotsprings Trail	50.0
05	Birch Lake Recreation Site	250.0
06	Dry Creek Recreation Site	150.0
21	Fairbanks Historic Preservation/Riverboat Nenana	25.0
27	Tok Historic Gold Dredge	688.0

Sec Kodiak/Rural Alaska

07	Buskin River Recreation Site/Ft. Abercrombie	200.0
28	Yuktavik Museum/Yup'ik Cultural Center	545.0
31	Nome/Various Projects	160.4
32	Snake Lake Access Road (Dillingham)	55.0
33	Unalaska Pictorial Display	54.2
34	King Cove/Town Center Park	23.5
35	Newhalen/Historic Site Renovation	9.0
36	Togiak/Marine Tourism Center	48.5
37	Naknek Museum	15.0

Sec Anchorage-Eagle River

11	Eagle River Visitor Center	300.0
12	Chugach State Park	670.0
13	Alaska Zoo/Glacier Bear Exhibit	150.0
23	Alaska Aviation Heritage Museum	160.0
26	Ft. Richardson Hatchery	25.0
26	Elmendorf Hatchery	37.2

Sec Mat-Su Valley

01	Quartz Lake Recreation Area	250.0
08	Finger Lake Recreation Site	200.0
09	Hatcher Pass Public Use Area/Independence Mine	900.0
10	South Denali	200.0
26	Big Lake Hatchery	25.2
30	Willow Creek State Recreation Area	100.0

Sec Kenai Peninsula

14	Kenai River Interpretive Boardwalks	350.0
15	Whiskey Gulch/Sport Fish Access	522.0
26	Crooked Creek Hatchery (Kasilof)	22.0
39	City of Soldotna/Boardwalks	300.0
40	City of Homer/Bypass-RV Dump	178.0

Sec Southeast

16	Chilkoot Lake Recreation Area/Chilkat Park (Haines)	200.0
17	Castle Hill Historic Site (Sitka)	100.0
18	Totem Bight/Totem Carving Program (Ketchikan)	200.0
24	Chilkat Bald Eagle Observatory-Cultural Center	1,500.0
25	State Maritime Museum (Ketchikan)	50.0
26	Klawock Hatchery	26.0
26	Deer Mountain Hatchery (Ketchikan)	32.0
29	Juneau City Museum	490.0

Project #1: QUARTZ LAKE STATE RECREATION AREA

Location: 86 miles east of Fairbanks (3 miles north of Big Delta)

Senate District: J

House District: 17

Amount: \$250,000

Description: The Alaska Department of Fish and Game has existing Federal and State funding for rehabilitation and expansion of the fishing access parking lot, construction of an additional boat launch ramp, and other facilities directly related to recreational boating and sport fishing uses at Quartz Lake SRA. The Alaska State Parks project at Quartz Lake SRA consists of rehabilitation of existing facilities to include improvement of the existing two miles of access road, upgrade of the existing campground, construction of a fish cleaning station and a float plane dock and construction of additional camping and related facilities at selected locations within the recreation area.

Justification: Quartz Lake State Recreation Area has become an extremely popular camping and fishing destination spot in the Interior. It is commonly filled to well over twice its present capacity. Users presently experience tremendous congestion and confusion at the one boat launch site and boat rental area. The use needs to be dispersed. The funds identified herein are needed to rehabilitate and expand the site in conjunction with the ADF&G project.

Project #2: CHENA RIVER STATE RECREATION AREA

Location: 30 miles east of Fairbanks

Senate District: J

House District: 17

Amount: \$210,000

Description: Construct trailhead parking improvements in three areas, including parking sites, loading ramp, toilet, well and information boards; install interpretive station, directional and informational signing; construct three trail shelters on the Granite Tors and Chena Dome trails, and one public use cabin on the river; construct a group use picnic shelter at 39-mile Campground; and, expand the shooting range at 36-mile, including new picnic sites, road improvements, and an archery range.

Justification: This area, located just 30 miles from Fairbanks, is popular with residents and tourists alike. The Chena River is one of the best road-accessible grayling fisheries in the state.

Recreational activities are currently concentrated along the road-river corridor. These funds would provide necessary facilities to divert activities off the Chena Hot Springs Road thoroughfare and provide additional access points to the river and backcountry.

Improvements would provide access to popular ATV, snowmachine, dogmushing, hiking and horse trails on Colorado Creek, Four-mile Ridge, the South Fork and Angel Rocks.

The area is popular with the entire spectrum of users: boaters, hunters, trappers, fishermen, hikers, ATV riders, horse riders, campers, etc. The Division is attempting to satisfy the diverse recreational needs with orderly developments that do not overly favor any particular user groups.

Developments are planned to minimize impact on the scenic and resource values, yet maximize recreational opportunities for the 130,000 annual visitors (1987 figure).

Project #3: CHENA RIVER STATE RECREATION SITE

Location: within downtown Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$50,000

Description: Upgrade the circulation roads for better drainage and dust control; improve the access and drainage around the toilets and dump station; rehabilitate and landscape the group picnic area; upgrade the riverside nature trail for handicap access; establish five new campsites; replace deteriorated tables, benches and barbeques.

Justification: This site is probably the most popular summer recreation destination site in Fairbanks with 80,000 visits in 1987. Nearly every tourist that camps in Fairbanks stays in Chena River SRS because of its close proximity to downtown, the university and shopping areas. It is also popular for residents' weekend and river-oriented activities. These funds will give deteriorating areas a facelift.

Project #4: CHENA HOT SPRINGS WINTER TRAIL

Location: 30 miles east of Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$50,000

Description: Continue work initiated with \$50.0 grant which explored the feasibility of developing this historic sled road as a public recreational corridor between Fairbanks and Chena Hot Springs. Continue field surveys, platting, easement negotiations with private and government properties crossed by the trail; adjudication/assertion of RS 2477 status initiated as necessary. Public meetings on the progress and feasibility of the project will be conducted, and trail markings and improvements (brushing, widening, rerouting) will be initiated on "accepted" portions of the trail.

Justification: The Chena Hot Springs Winter Trail (historic sled road) is very important for winter tourism and recreational use in the Fairbanks area. Portions of the route are used by: sled dog racers such as the Yukon Quest, Angel Creek 125, Two Rivers Classic; various snowmachine and ski events; numerous individual mushers, skiers, horse riders, and snowmachiners. The trail needs to be established and recognized as an entire public recreation corridor and its future development planned.

Project #5: BIRCH LAKE STATE RECREATION SITE

Location: 61 miles east of Fairbanks (28 miles north of Big Delta)

Senate District: J, K (A-B)

House District: 18-21

Amount: \$250,000

Description: This new development will upgrade the site access road from the Richardson Highway; upgrade the boat launch and parking area; develop 15-20 campsites and a new circulation road; provide three picnic sites, a well, toilets, furnishings and directional signing.

Justification: Since the Division acquired this undeveloped DF6 fishing access site in 1983, only minor road repairs, a single toilet, and intermittent janitorial servicing and trash collection have been performed. Besides the DOT/PF pull-off across the lake, this site provides the only public access to Birch Lake.

Very few good accessible lake fishing opportunities exist in the Interior. These improvements would relieve some of the pressure at Quartz Lake by providing improved access for boating, fishing, swimming and other recreational uses closer to Fairbanks. The unpublicized site is already popular with Fairbanks residents, sometimes accommodating 60 vehicles in an area barely suitable for 10. The poor drainage, erosion, fire hazards, and deterioration impact caused by unstructured camping and vehicle use can be alleviated with this development project.

Such a development and signing would provide tourists with better access to another productive Interior fishery.

Project #6: DRY CREEK STATE RECREATION SITE

Location: 5 miles northeast of Glennallen

Senate District: J

House District: 17

Amount: \$150,000

Description: Rehabilitate the existing campground by redesigning the site and road system in order to improve the standing water and drainage problems, upgrade the campsites, latrines, park furniture, signs and improve the access and campground roads by resurfacing all roads, parking and camping sites with crushed D-1 surfacing material.

Justification: This project is designed to improve the existing 58-unit campground that is currently spoiled by old and discarded U.S. Army debris and foundation structures which they used in the fifties and sixties.

The poor design of the existing campground facilities has created severe drainage problems which has led to a menacing mosquito population. This campground is situated in a strategic location and provides a valuable service to the local community and to the traveling public passing through the Copper Basin to and from the Canadian border, Fairbanks, Valdez and Anchorage. Many of Alaska's visitors, via the Alcan, stay at this campground during their visit to the state.

This site has tremendous potential for providing a much needed visitor service and for generating revenue to help pay for the maintenance and operation costs.

Project #7: BUSKIN RIVER and FORT ABERCROMBIE STATE HISTORICAL PARK

Location: City of Kodiak area

Senate District: N

House District: 27

Amount: \$200,000

Description: Construct shoulders and pave the roads, parking lots and individual vehicle campsites in the Buskin River State Recreation Site. Prepare a development plan for the WWII History Museum in the Miller Point Bunker at Fort Abercrombie State Historical Park. Begin the first phase development of the museum. The first stage development will include electrical and mechanical systems, installation of the large bunker doors, safety lights and minor site improvements. Develop a historical interpretive trail and brochure to guide visitors through the fort.

Justification: Buskin River State Recreation Site is located on Kodiak Island. The wet climate makes maintenance of the existing gravel access road very costly. The roads and parking area become rutted and potholed from the traffic and rain climate. The rough condition of the road surface and the narrow shoulders combine to present a serious public safety problem and generate a large number of complaints from visitors. This is a highly used camping facility close to Kodiak. Weather conditions dictate that this facility be paved to stop the erosion of the road surfaces. The complete restoration and adaptive reuse of the Miller's Point Bunker would serve as a commemorative museum interpreting the significance of the Aleutian defense during WWII, not only for the Kodiak area but for all of southwest Alaska.

Relationship to Work in Jobs Bill: The proposed Jobs Bill includes a proposed appropriation of \$50.0 to resurface the Buskin River road with D-1. This work will improve maintenance of the road and improve public safety. HB 423 will add to this work by increasing road shoulders and paving of the road. These two projects are complimentary.

Project #8: FINGER LAKE STATE RECREATION SITE

Location: 6 miles west of Palmer, 7 miles east of Wasilla

Senate District: E (A-B)

House District: 16 (A-B)

Amount: \$200,000

Description: Rehabilitate the existing 41-unit campground by improving and expanding the campsites, replacing park furniture, access and campground roads, day-use picnic sites, trails/boardwalk, fishing and boating facilities. If funds allow, an RV sewage dump station will be designed and constructed.

Justification: Finger Lake provides an attractive setting for campers, picnickers and offers access to motorized boat users and provides for accessible water-based recreation. This site consistently receives use of over 200% of its capacity during the summer months and also provides excellent winter recreation opportunities. When improved, this site will generate fees which will help defray the maintenance and operation costs.

Relationship to Work in Jobs Bill: The proposed Jobs Bill includes \$50.0 for this site to replace toilets and drill a new water well. These facilities are not in compliance with DEC regulations.

Project #9: HATCHER PASS PUBLIC USE AREA AND INDEPENDENCE MINE STATE
HISTORICAL PARK

Location: 20 miles northwest of Palmer on Fishhook Road

Senate District: E (A-B)

House District: 16 (A-B)

Amount: \$900,000

Description: In the park, several historical buildings have had building foundation restoration completed. These buildings now need follow-up funding in order to complete the restoration and rehabilitation project by providing electricity, plumbing, heating and interior restoration. These buildings can then be contracted out to a private concessionaire to provide such services as overnight lodging, food services, retreat facilities and historical tours. Recently the U.S. Olympic cross-country ski team has proposed to establish a three month/year training camp at the historical park by readapting the use of the top floor (of three floors) of the old bunkhouse into their training and living quarters. When they are not using the facility, the Olympic floor and the rest of the building will be used as a public facility.

Justification: It is estimated that more than 100,000 people have visited the year-round area during the past 12 months, and with additional proposed projects, such as road upgrades, parking lots and an increased number of visitor facilities to provide for the already existing demand, this figure may double within the next few years. This project will provide greater opportunities to the tour bus companies, overnight lodging, food services, guides/outfitters, the ski-snowmachine and sledding industry and many other spin-off support functions. A major Southcentral ski resort development project is proposed by the Government Peak area and will have a major beneficial effect on this area for economic development.

Relationship to Work in Jobs Bill: The Jobs Bill includes proposed appropriations to DOT/PF of \$80.0 for upgrading of the Hatcher Pass Road and \$230.0 to DNR/DPOR for improvements to parking lots in the historical park and for parking lots on the Fern Mine Road. These funds will also be used by DNR/DPOR to improve the Gold Chord and Fern Mine Roads to improve public access to these important recreation and tourism resources. These projects are complimentary.

Project #10: SOUTH DENALI PROJECT, DENALI STATE PARK

Location: 50 miles north of Talkeetna

Senate District: E (A-B)

House District: 16 (A-B)

Amount: \$200,000

Description: This appropriation will lead to private venture capital invested in the area north of Talkeetna and south of Denali National Park to create a visitor complex to view Mt. McKinley. Public capital would be invested to create the infrastructure necessary to attract continued private investment in the site. We envision a joint federal-state visitor center, lodge, gift shops and possibly a tram or rail connection as the result.

The National Park Service has indicated strong interest in the project. Recent decisions in Denali National Park to limit north-end visitation make economic projections for the facility's success extremely favorable. Interest from the private sector is expected to be very high.

The \$200,000 in state venture capital will be used to conduct site specific studies to establish design standards, architectural concepts, operating costs, marketing and economic modeling, and allow the state to enter into more detailed environmental studies to determine site suitability and capability. The work would lead to the development of a contract award document for a public-private sector enterprise.

Justification: Current economic projections look very favorable due to the availability of investment capital in tourism markets for Alaska. Tourism expenditures in Alaska have enjoyed a steady yearly increase. Cruise ship lines and foreign investors are looking to initiate major expansion of their services in Alaska. The area is easily accessible from Anchorage, within a state and national park environment, has high visitor appeal and recognition, offers opportunity for an extended visitor season, and would fill a major void in the supply of facilities and visitor services on the south side of Denali.

Project: South Denali Development

Public Benefit:

Mt. McKinley is the premier visitor attraction in Alaska capturing over 32 percent of the market share of visitors. Development on the northside has reached saturation while southside development, within two hours of Anchorage, has been untapped. This joint federal-state-private sector enterprise project would serve as a major tourism development nucleus for the Mat-Su Valley. Visitors would experience the dramatic environment of McKinley in a park setting. The market appeal and attraction is very strong.

Jobs Created:

The development is estimated to serve over 500,000 visitors per year based on existing highway road counts and projections. Approximately 100,000 new visitors (new capacity in the market place and marketing) are estimated. The economic stimulus from this visitation and the investment of \$40 million into the development of the project will create 400 construction jobs (1 job/\$100,000 investment) and 800-1000 direct jobs (200-room lodge) and 2,000+ jobs from indirect return.

Feasibility studies are currently underway to take these conservative figures and develop more detailed economic models.

Economic Impact:

The project would consist of a \$20 million, 200-room lodge complex with private sector funding, \$15 million in public/private investment on roads, utilities, parking, maintenance facilities and \$5 million in federal funding for a visitor center. Direct return to the state and local government from revenues, taxes, sales, rentals and services are estimated to be \$2.3 million/year. Indirect returns from new tourist expenditures, jobs, local spin-off development, services and property values is estimated at \$28.7 million/year to a high of \$160 million/year in 15 years.

Timing:

The payback on investment is estimated to be 9 years not including infrastructure. Revenue bonding is an option being considered. Detailed site feasibility and engineering studies would begin by summer of 1988 and contract proposals would be solicited by 1989.

Denali State Park Citizens' Advisory Board
SR Box 6706 Wasilla, Alaska 99687
February 27, 1988

Representative Adelheid Herrmann, Co Chair
Representative Sam Cotten, Co-Chair
House Resources Committee
Alaska State House of Representatives
Pouch V
Juneau, Alaska 99811

RE: House Bill 423 State Park Tourism Improvements

Dear Representative Herrmann and Representative Cotten:

We are pleased to see the interest of the Legislature in Denali State Park. Although the Advisory Board has only been in existence for three years, interest and controversy regarding major development in Denali State Park have been an issue for much longer. In light of all the interest, the Advisory Board has continuously supported efforts to update the park's master plan BEFORE any sort of development is undertaken.

I feel the Board's (and Division of Parks and Outdoor Recreation [DPOR]) interest in the park's master plan is supported by statute and departmental policy and regulation. Per Alaska Statute 41:20, DNR (and DPOR for the department) is to "develop a continuing plan for the conservation and maximum use in the public interest of the scenic, historic, archaeological, scientific, biological, and recreational resources of the state" and "plan for and develop a system of state parks and recreational facilities to be established as the legislature authorizes and directs." DPOR drafted the "Statewide Framework" (1982) which, according to its own introduction, was intended to provide the framework within which more detailed planning efforts and management actions could be undertaken for state parks. In addition, the recently published "Mission 1990" is DPOR's 5 year plan to plan, acquire, develop and manage Alaska state parks. All of these address the need to plan and develop parks in an orderly manner taking into consideration all factors - environmental issues, development of recreational and economic opportunities, and resource management/protection.

Denali State Park is our area's largest state park. It is relatively undeveloped (2 campgrounds, several trailheads, and the Veterans' Memorial). It doesn't have a functional master plan, yet it has great potential as a multi-use area. Outdoor enthusiasts, environmentalists, hunters, guides, trappers, tourist industry, local government, borough and state residents all have concerns and interests in the park.

Issues which typify concerns of the advisory board include:

1. Inholdings - The impact of inholdings and their development on the park needs to be dealt with. Private inholdings in the park need to be considered in planning. At the very least those inholdings which are most strategically located should be dealt with (if possible) by trades or acquisition to transfer them into park ownership.

Example: Mr. Paul Nangle has a parcel at Byers Creek which he's subdividing. He is attracting buyers (It's our understanding that includes hotel developers). He went to DPOR in '87 regarding trade/acquisition. He was turned down due to lack of funds. It is also my understanding he has approached legislators about purchase and DPOR is again trying to negotiate but still has no funds. It should be noted several years ago when funds were plentiful, the parcel across the highway was purchased as a park addition.

There are other inholdings on the road corridor (and many in the park) which are in varying stages of development. All of them will have an impact on the park especially if one looks at the issue of strip development at the entrance and through the park.

2. Development has been proposed for the park numerous times in the last 2 decades. Each time this has occurred, a specific site has been chosen and proposed as the place for development rather than studying the park as a whole and planning for its many uses. The sites selected were not necessarily assessed in terms of wildlife versus human conflicts, accessibility, effect on environment, actual site limitations, cost factors, etc.

3. A comprehensive management plan would mean all possible uses of the park would be taken into consideration before decisions were made as to which were/are appropriate, the public would have an opportunity to comment on disposition of the park as a whole and not pieces of the park, all uses of the park could be planned and managed to minimize conflicts between wildlife and users and amongst various user groups, DPOR would be fulfilling its statutory obligation to protect and manage the resources as well as providing a variety of recreational and economic opportunities.

4. Per state law, DPOR has responsibilities which go above and beyond the attraction of tourism dollars and yet this park (as it seems to be the case with most state parks) has been unable to attract commitment from the Legislature or the Administration for development as a park unless commercial development is discussed. If that is how funds are to be obtained for the park so be it, but funds MUST be allocated to finish planning the park as a whole if the park is to have any integrity as a state park.

5. If the State Legislature supports development of facilities within Denali State Park we hope that with such development more funds for operation and maintenance of the park itself will be made available. At the present time we feel that Denali State Park functions with inadequate staffing. Development of any sort in the park without additional operating funds would be unacceptable to the advisory board.

We are happy to see legislative interest in Denali State Park particularly in light of the National Park Service's commitment of funds and time, the Governor's statement of lack of state funds to continue the effort, and the private sector's interest in park development. BUT please note our commitment to completing the park's comprehensive master plan, BEFORE anything else occurs. DPOR has responsibilities in planning, developing and managing a state park. The resources need to be protected and managed not just used. A balance of ALL park uses should be achieved. This can only be done by planning the park in its entirety, communicating with all the inholders/neighbors who are (or are not) proposing to develop their land.

Thank you for your support. If we can be of assistance, please feel free to call me. My home number is 745-5241.

Sincerely,

Judith Anderegg, Chair

letters to Mat-Su Delegation, Senate and House Finance and Resource Committees
cc: Neil Johannsen, Director DPOR

Denali State Park Citizens' Advisory Board
SR Box 6706
Wasilla, Alaska 99687
January 14, 1988

The Honorable Steve Cowper
Governor, State of Alaska
Pouch A
Juneau, Alaska 99811

Dear Governor Cowper:

We, the Denali State Park Citizens' Advisory Board, would like to bring a matter of great concern to your immediate attention - proposed funding (\$200,000) for completing the planning phase for Denali State Park. This funding has somehow been deleted from the Administration's proposed budget for the upcoming session.

Initially, it was our understanding that the Administration was supportive of these efforts because it would lead to an updated comprehensive master plan for the park which would enable Division of Parks and Outdoor Recreation (DPOR) to establish solid management decisions for Denali State Park - for resource management and protection as well as recreation and economic development (outdoor enthusiasts and tourists alike).

Since the establishment of the Board, three years ago, we have dealt with the issue of potential major commercial development in the Park. From our inception, we have stated that we feel it is imperative to have an updated solid comprehensive management plan for the park before anything - either of conservation or commercial orientation happens in the Park. The Director has supported our efforts to update the comprehensive plan.

We have requested and supported a complete updating of the plan for Denali State Park for three years. This planning effort would enable the state to plan and develop the park in an orderly manner taking into consideration all factors and facets - environmental concerns, recreation and economic development, and resource management and protection.

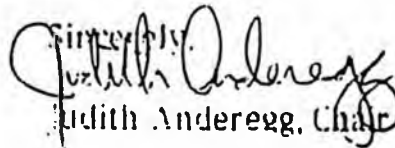
National Park Service has had an interest in development of a visitor center for Denali State Park for sometime, hoping it would alleviate some of their overcrowding on the North Side and allow more people to enjoy the Mountain. This past summer, they came forth with \$100,000 to begin the effort to update Denali State Park's comprehensive master plan with the

understanding that the State would support a \$200,000 appropriation this next session to continue the effort next summer.

At our meeting on January 12, we were informed as a Board that the \$200,000 request was no longer in the Administration's budget. We also received a copy of the January 4 letter from National Park Service to you stating that they could not continue their effort in Denali State Park if the state would not make a financial commitment. Further, it is the understanding of the Board that several legislators have come forth and stated that they would support the effort, if the Administration would take the lead.

Everyone seems to feel that Denali State Park has great potential - environmentalists, recreational enthusiasts, tourists, hunters, park managers, and commercial interests. The Board's concern is that whatever happens to the Park is well balanced and well planned. Without state support for the planning effort, this can not happen. We will lose what federal funds have been made available and continue to have no state funds. We can not afford to allow such a magnificent park to be developed without adequate planning and foresight. If tourism is the state's new economic hope, then surely Denali State Park needs to be considered. We would appreciate your attention to this matter and your consideration of reinstating the \$200,000 request for Denali State Park.

We look forward to your thoughts on this matter. We would appreciate hearing why it was deleted and if there is anything that we can help to provide information that would cause you to reconsider the budget request. Thank you for your consideration and attention.

Sincerely,

Judith Anderegg, Chair

cc: Judy Brady, Commissioner, DNR

Neil Johannsen, Director, DPOR

Mat-Su Delegation: Senators Jay Kerttula and Mike Szymanski

Representatives Ron Larson and Curt Menard

Ric Davidge, Development Services Director, Mat-Su Borough

Senator Arliss Stungulewski

Project #11: EAGLE RIVER VISITOR CENTER UPGRADE

Location: 25 miles north of Anchorage on Eagle River Road

Senate District: E-1

House District: 7-15

Amount: \$300,000

Description: The visitor center is in need of major foundation restoration. The logs of the building rest on the ground, the floors inside are warped and there is no basement. The existing structure will be raised to replace the sill logs, remove the shallow footings and to construct a full basement. The main floor will be reconstructed to provide for structural integrity and the worn carpet replaced. The existing interpretive displays would be improved to include an Iditarod Trail display.

Justification: The improvements would greatly enhance the ability of the facility to meet visitor needs by adding needed storage area, space for volunteers to work and areas where interpretive exhibits can be planned and developed. The Eagle River Visitor Center continues to be one of Anchorage's major tourist attractions. Over the last three years, the visitor center has received 48,363 visitors per year. The center is operated by park volunteers which minimized the impact of its operation on the state's operating budget while providing a highly visitable and high quality visitor attraction in the Anchorage area.

Relationship to Work in the Jobs Bill: The following projects are included in the proposed Jobs Bill and do not duplicate work proposed here:

\$55.0 Turnagain Arm Scenic Corridor: Access improvements for tour buses at Potter Section House SHS; repair Bird-Indian Bike Path, add benches and scenic overlooks.

\$100.0 Old Johnson Trail: Improve Old Johnson Trail (bridges, handicapped access and Potter Maintenance Facilities Improvements).

\$95.0 Eagle River Visitor Center Parking Lot: This project will regrade, expand and pave the parking lot at the visitor center under the Jobs Bill. Under Project #12, Chugach State Park, HB 423, \$187,000 is proposed to develop a bypass road around the visitor center parking lot for traffic from the nearby residential subdivision. These projects are complimentary.

\$100.0 Chugach State Park (Trails): Construction of trails on the hillside and the northern portion of the park per the approved trail plan.

\$55.0 T-Bird: Finish parking lots, landscaping and erosion control along the trail.

\$50.0 Eklutna: Make improvements to the visitor contact station, construct toilets and picnic shelter ingroup camping facility.

Project #12: CHUGACH STATE PARK

Location: Southcentral Alaska, area just northeast of Anchorage

Senate District: E-1

House District: 7-15

Amount: \$670,000

Description: Provide facilities, special facilities, and upgrade trail standards to enhance the value of Chugach State Park for visitors arriving in Anchorage through Anchorage International Airport and via the Alcan Highway.

Specifically:

Provide interpretive signing and facilities along the Turnagain Arm Scenic Corridor (\$40,000).

Provide access to the recently acquired Eagle River Greenbelt (\$175,000).

Provide interpretive facilities and improve park signing on the Hillside portion of the park (\$40,000).

Parkwide trail upgrades (\$198,000).

Eagle River Visitor Center Bypass Road (\$187,000).

Eklutna Lake interpretive facilities and signing (\$30,000).

Justification: Chugach State Park is located in Anchorage which is the state's gateway for visitors arriving in Alaska. The Eagle River Visitor Center, Turnagain Arm Scenic Corridor, Eklutna Lake, the Eagle River Greenbelt, Glenn Alps scenic viewing platform overlooking Anchorage/Upper Cook Inlet/Mt. Susitna and the park trail system all provide tourists with excellent opportunities for experiencing Alaska. The above projects will improve the state's ability to offer a quality experience for visitors while also meeting their basic health/safety/transportation needs.

Relationship to Work in the Jobs Bill: The following projects are included in the proposed Jobs Bill and do not duplicate work proposed here:

\$55.0 Turnagain Arm Scenic Corridor: Access improvements for tour buses at Potter Section House SHS; repair Bird-Indian Bike Path, add benches and scenic overlooks.

\$100.0 Old Johnson Trail: Improve Old Johnson Trail (bridges, handicapped access and Potter Maintenance Facilities Improvements).

\$95.0 Eagle River Visitor Center Parking Lot: This project will regrade, expand and pave the parking lot at the visitor center under the Jobs Bill. Under Project #12, Chugach State Park, HB 423, \$187,000 is proposed to develop a bypass road around the visitor center parking lot for traffic from the nearby residential subdivision. These projects are complimentary.

\$100.0 Chugach State Park (Trails): Construction of trails on the hillside and the northern portion of the park per the approved trail plan.

\$55.0 T-Bird: Finish parking lots, landscaping and erosion control along the trail.

\$50.0 Eklutna: Make improvements to the visitor contact station, construct toilets and picnic shelter in group camping facility.

Section **13**

Project: Alaska Zoo/Glacier Bear Exhibit

Location: Anchorage

Amount: \$150,000

Description: See attached material.

Alaska State Legislature

REPRESENTATIVE
STEVE RIEGER
District 8, Seat B

House Finance Committee



3111 C Street
Anchorage, Alaska 99503
(907) 561-2034

While in Juneau
P. O. Box V
Juneau, Alaska 99811
(907) 465-3464

House of Representatives

MEMORANDUM

TO: Representative Kay Brown

FROM: Representative Steve Rieger *SR*

DATE: February 24, 1988

RE: Backup Material for Alaska Zoo Appropriation in
HB 423

In Regards to the \$150,000 appropriation to the Department of Commerce for payment as a grant to the Alaska Zoo in Anchorage for improvement of the glacier bear facilities, (Page 2, Lines 20 - 23) The following is a breakdown of how the funds will be utilized.

1. Construction of the bear's den and service area.
Approximately 220 square feet.

Materials	\$22,000
Labor	\$14,000

2. Construction of the enclosure. Approximately 3200 square feet. SOHIO has already donated approximately 50% of the material for the enclosure.

Materials	\$18,500
Labor	\$28,800

3. Construction of the elevated walkway so visitors have an unobstructed view of the bear without looking through the bars of the enclosure. Includes 80 linear feet of elevated viewing area with access ramps on both ends of walkway.

Materials	\$27,500
Labor	\$40,000

TOTAL \$150,800

All materials for the project will be purchased from Alaskan companies and all labor will be local hire. Site selection, planning and design is complete and the project could be completed this summer if funds become available.



CAPITAL PROJECT REQUEST

\$150,000 to construct a Glacier Bear exhibit at the Alaska Zoo.

The Alaska Zoo is the home of a two year old Glacier (blue) Bear that was captured by Fish and Game after it had become an incorrigible garbage bear in Juneau. The Glacier Bear, unique to Southeastern Alaska, is so rare that only one other Zoo in the world has one on exhibit.

This unusual animal is presently housed in a temporary exhibit made by dividing an existing black bear exhibit in half. While adequate for the health of the bear, this temporary housing is in the oldest and most unsitely enclosure at the Zoo.

Without a suitable exhibit for this beautiful bear, the Zoo has been reluctant to publicize the fact that it has the bear. It could bring in many tourist dollars if it were promoted.

The site has been selected and plans drawn; if funded, the project could be completed this summer. However, it is not likely that private funding coming from donations, etc. will enable the Zoo to construct this exhibit in the immediate future. Attached is a copy of the 1988 operating budget of the Zoo. No public funding is included. Capital projects of this size are beyond the current capability of the Zoo.

Of the more than 200,000 visitors to the Zoo every season, a very great percentage are tourists. The Zoo is a specialized zoo in that it displays primarily Alaskan birds and animals and many, many tourists come to the Zoo to see the Alaskan wildlife that they have not been able to see elsewhere. In the case of the Glacier Bear, it is highly unlikely they could ever see one in the wild.

The Zoo is open year round, employees 30 people during the busy season and 20 full time.



ALASKA ZOO 1988 BUDGET

INCOME

Gate Receipts	\$350,000
Family Passes	100,000
Food Sales, Net	80,000
Gift Shop, Net	65,000
Donations	25,000
Interest	10,000
School Tours	4,000
Misc. Income	2,500
	<hr/>
TOTAL	\$651,000

EXPENSES

Animal Feed	\$ 50,000
Vet & Farrier	26,000
Truck Expense	2,600
Utilities	35,000
Repairs & Maintenance	25,000
Operating Supplies	8,000
Misc. Fees	12,000
Landscaping	1,000
Petty Cash	2,500
Casual Labor	500
Salaries	282,500
Payroll Taxes	30,000
Insurance	45,000
Loan Payments	116,200
Travel	2,500
Office Supplies	7,200
Newsletters	5,000
	<hr/>
Total	\$651,000

Project #14: KENAI RIVER FLATS INTERPRETIVE BOARDWALKS

Location: 3 miles west of Soldotna

Senate District: D

House District: 5 (A-B)

Amount: \$350,000

Description: Construction of boardwalks, parking areas, viewing stations, sanitary facilities and interpretive displays.

Justification: The Kenai River Flats are innundated every Spring with thousands of migrating snow geese, sandhill cranes, varous species of ducks and other waterbirds. The lowland caribou herd spends the summer grazing along the Kenai River Flats and are often found next to the bridge access road which bisects the site. Development of the parking areas and boardwalks will provide an area where viewers can leave a vehicle and access the flats safely. The traffic jams along bridge access road would be alleviated and disturbance to the waterfowl and caribou would be minimal. A boardwalk will be built to a prehistoric house site which will be reconstructed to provide the public with an appreciation and understanding of the Kenaitze Indian ancestors' lives. These facilities will be a focal point for tourism activities in the Kenai area.

Alaska State Legislature

WILE IN SEASON
PO BOX V
JUNEAU ALASKA 99811
'907' 485-3773

CHAIR, RULES COMMITTEE



HOME ADDRESS
PO BOX 188
KENAI ALASKA 99822
'907' 262-8386

DISTRICT 3

Representative Mike Navarre

January 28, 1987

MEMORANDUM

TO: Representative Kay Brown
Representative Johnny Ellis

FROM: Representative Mike Navarre

SUBJECT: Tourism/Recreational Development Proposal
Kenai River Interpretive Boardwalks

Attached is back-up material for the proposed Kenai River Interpretive Boardwalks (AKA Kenai River Flats Viewing Area).

The attached material includes:

- 1.) a Rough Draft of the proposal, including:
 - A) Outline of the project's scope, location, purpose, rationale, and estimated cost.
 - B) Copies of architectural renditions, illustrating the scope and nature of the project.
- 2.) A partial copy of the City of Kenai's Federal LWCF Recreational Grant application. This is included to indicate the City of Kenai's commitment to this project. They are seeking a Federal Grant of \$ 129,000, on a match basis (50% from the applicant, 50% from the federal source). This grant, along with an appropriation to DNR, Division of Parks and Outdoor Recreation, will allow the City and DPOR to move ahead with the project. It is design ready, and construction could begin this season.

I believe a Final Draft of the proposal is available, and I will provide the working group with one as soon as I have it in hand.

I sincerely appreciate the inclusion of this project in the Tourism/Recreation Development Proposal, and look forward to working with you on the entire package.

MAY 16TH 1987
KENAI RIVER FLATS VIEWING AREA

ROUGH DRAFT

ROUGH DRAFT

ROUGH DRAFT

INTENT;

It is the intent of the Department of Outdoor Parks and Recreation and the City of Kenai to enter into a joint management agreement where by the City of Kenai would furnish certain lands and DOPOR would design and construct certain viewing facilities and other amenities and undertake the long term management of those amenities for the good and welfare of the State of Alaska and the general public. Basic drawings of those amenities are attached.

PROJECT;

To design fund and furnish materials and construct board walks, viewing platforms, parking areas, nature walks, interpretive and descriptive educational materials, conduct basic archeological and anthropological studies of the Kenai River Flats area and the wild life within the area.

LOCATION;

Warren Ames Memorial Bridge, Kenai River Crossing located within the City of Kenai, Kenai Peninsula Borough, Alaska including locations to the East and West of the highway and the North and South of the bridge. Project also encompasses that high ground area known as "Birch Island".

PURPOSE;

To make available to the general public, tourists, students, and naturalists, previously unavailable viewing areas, photographic opportunities, cultural studies, biological studies and artistic amenities associated with the migration of the Snow Geese, Sandhill Cranes, and other ducks and water fowl, Beluga Whale, Caribou and Moose all within the confines of a controlled area. To allow studies of wild life within a natural habitat area.

RATIONAL;

To insure protection of existing habitat through city/state management. To enhance tourism within the general Kenai area. To diversify the local economy. To provide for outdoor environmental education. To enhance understanding and appreciation of Kenai River Special Management Area and its resources.

PROJECT COST;

Total cost estimates are placed at One Million Two Hundred Fifty Thousand Dollars (\$1,250,000.00).



DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION

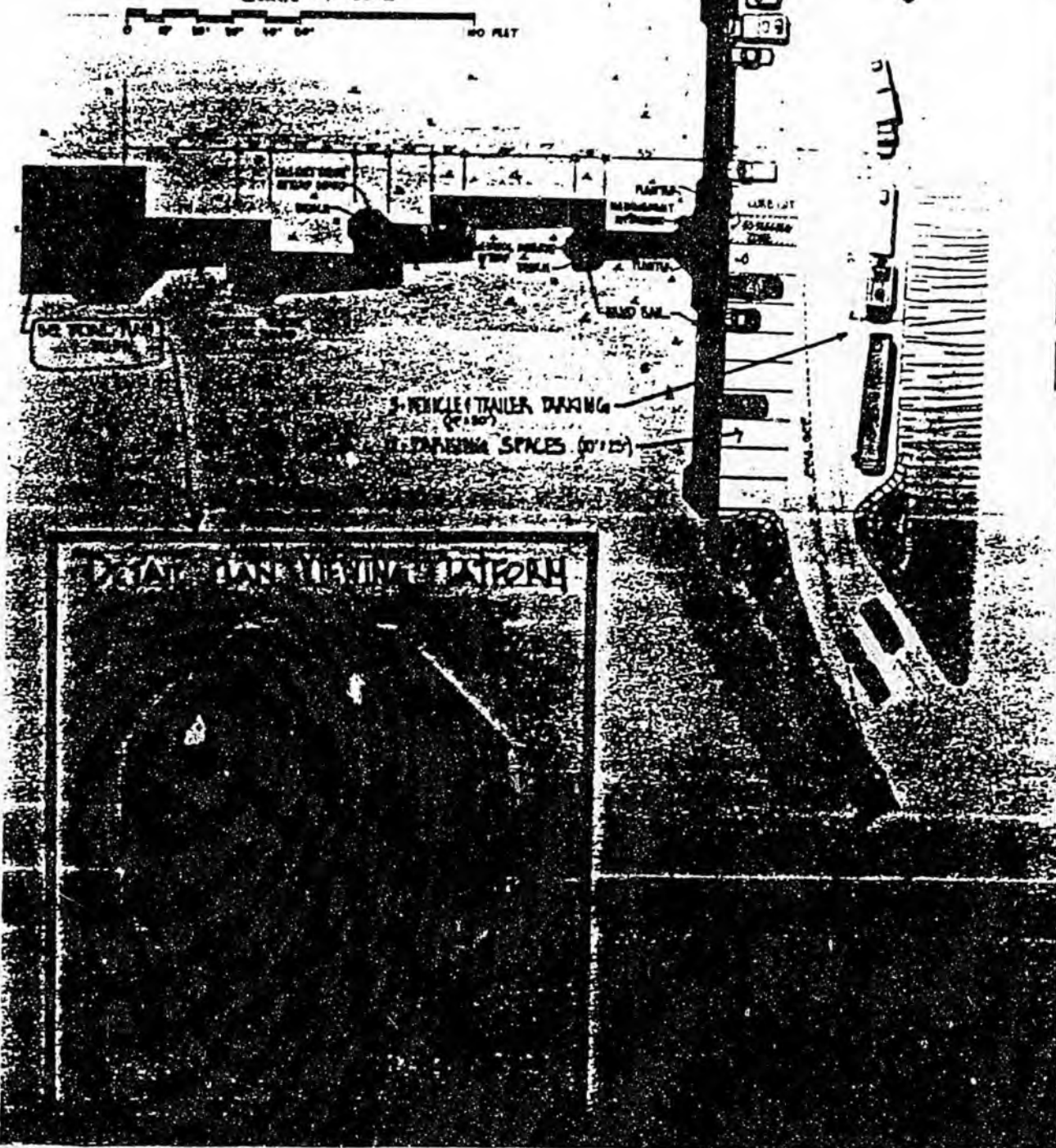
STATE OF ALASKA

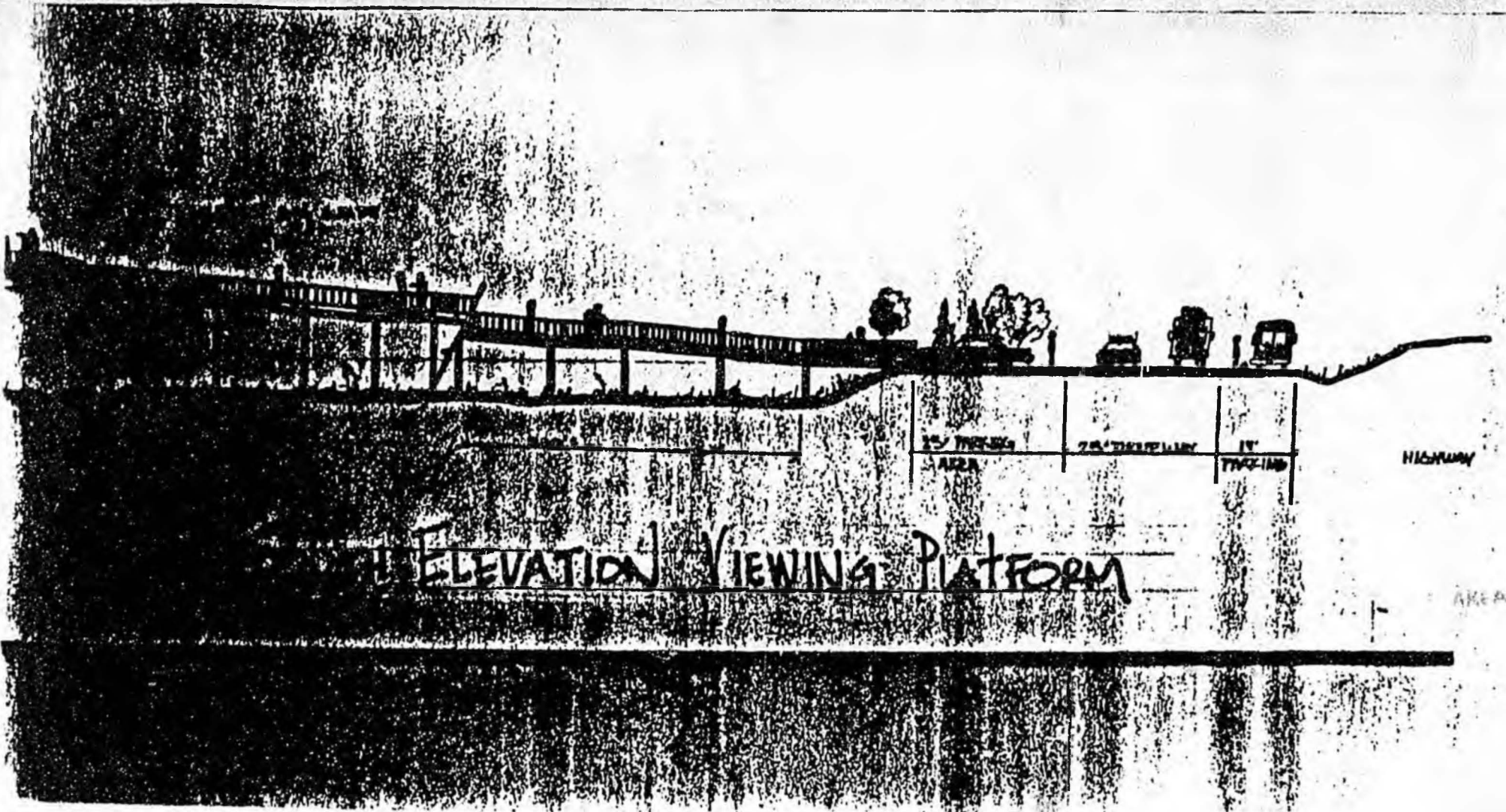
KENAI FLATS WILDLIFE VIEWING AREA

SHEET #3



SCALE: 1" = 20' ±



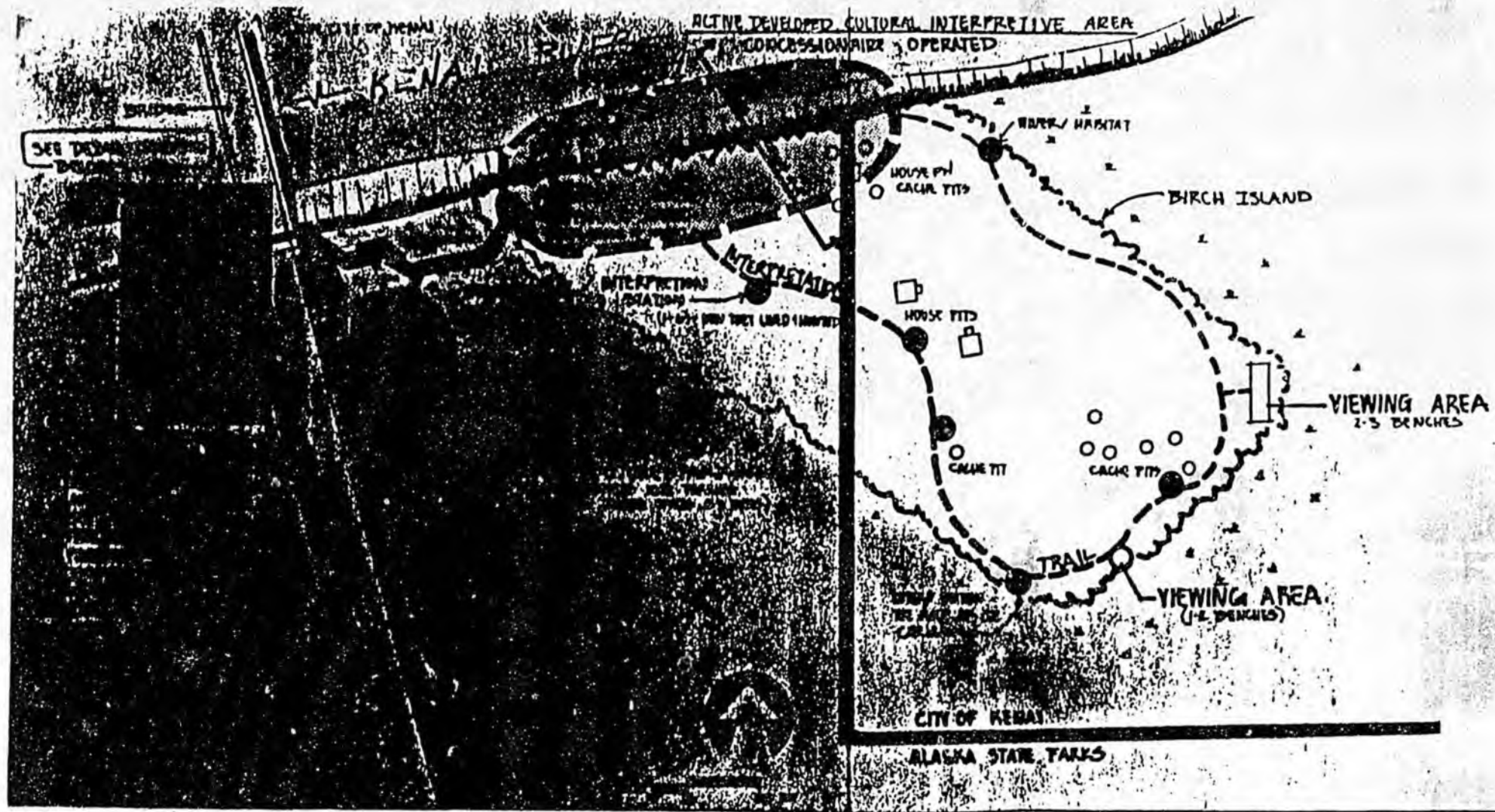


ELEVATION VIEWING PLATFORM

HIGHWAY

AREA





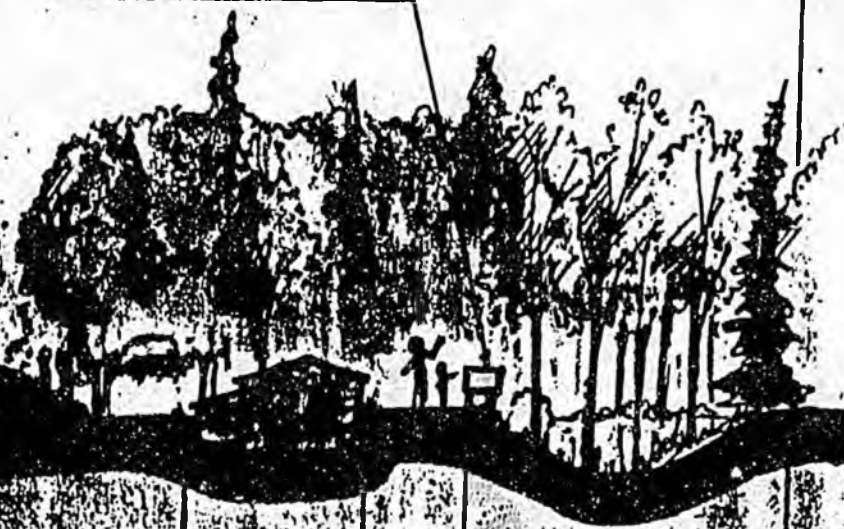
KENAI RIVER WILDLIFE VIEWING AREA

BIRCH ISLAND INTERPRETIVE AREA

ACTIVE DEVELOPMENT - CULTURAL INTERPRETIVE AREA

INTERPRETIVE BOARD

CONCESSIONAIRE OPERATED



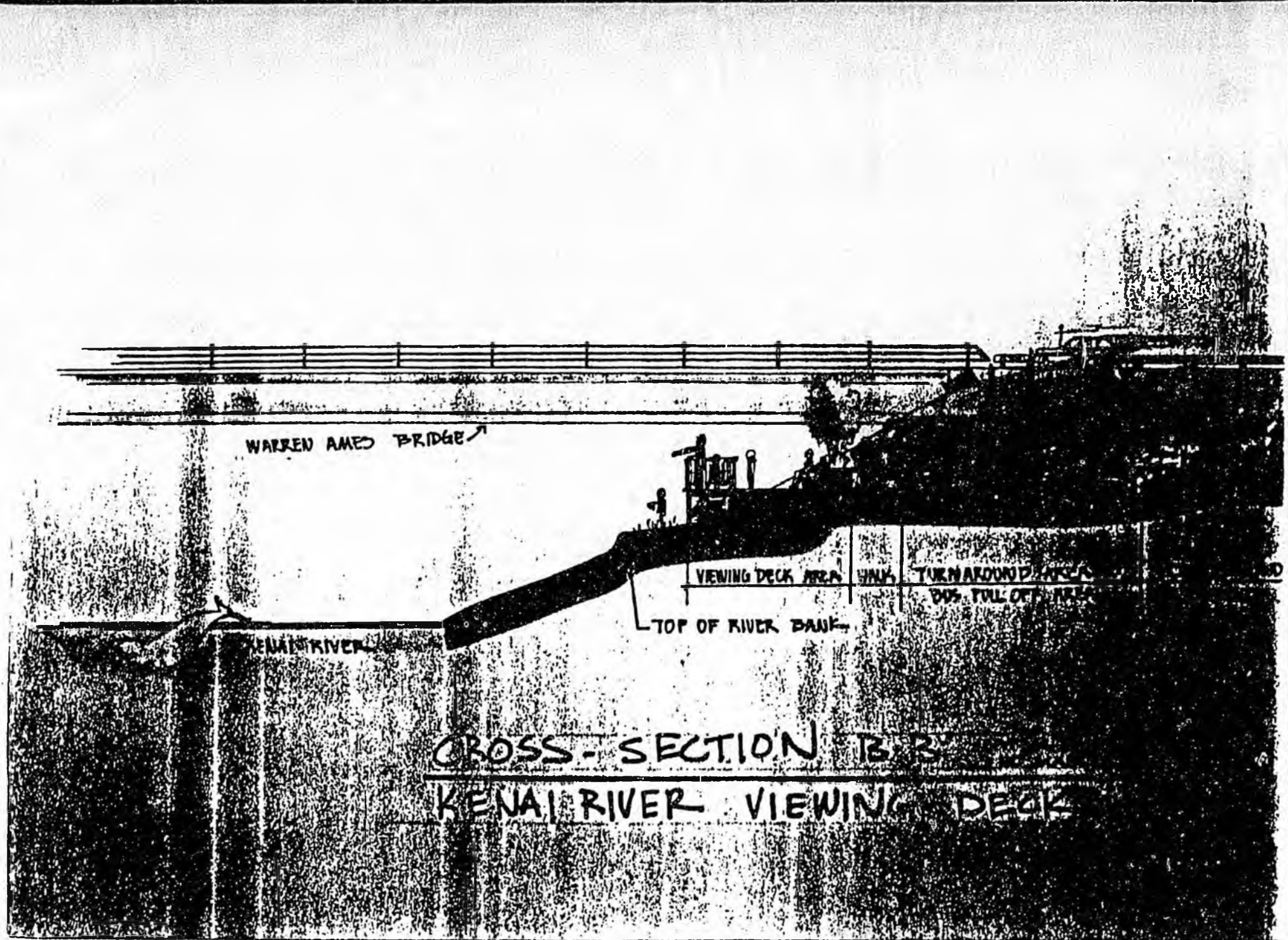
WYOMING STATE

WYOMING STATE

INTERPRETIVE TRAIL

RESISTANCE WITH DIRECTION
INTERPRETIVE AND CONVEYANCE SYSTEM

CULTURAL INTERPRETIVE AREA



WARREN AMES BRIDGE ↗

VIEWING DECK AREA

TURNAROUND AREA

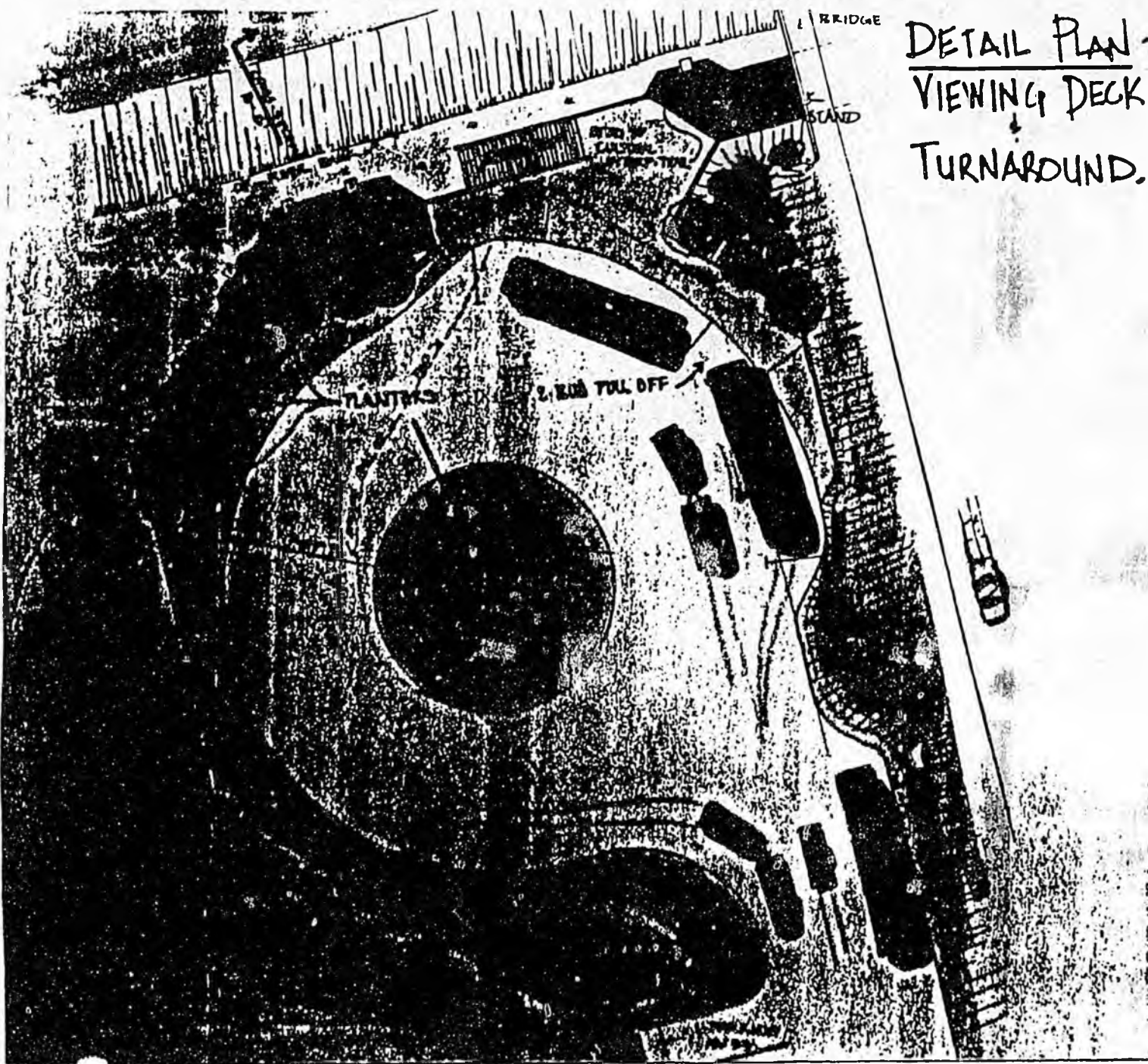
DOG TOLL OFF AREA

TOP OF RIVER BANK

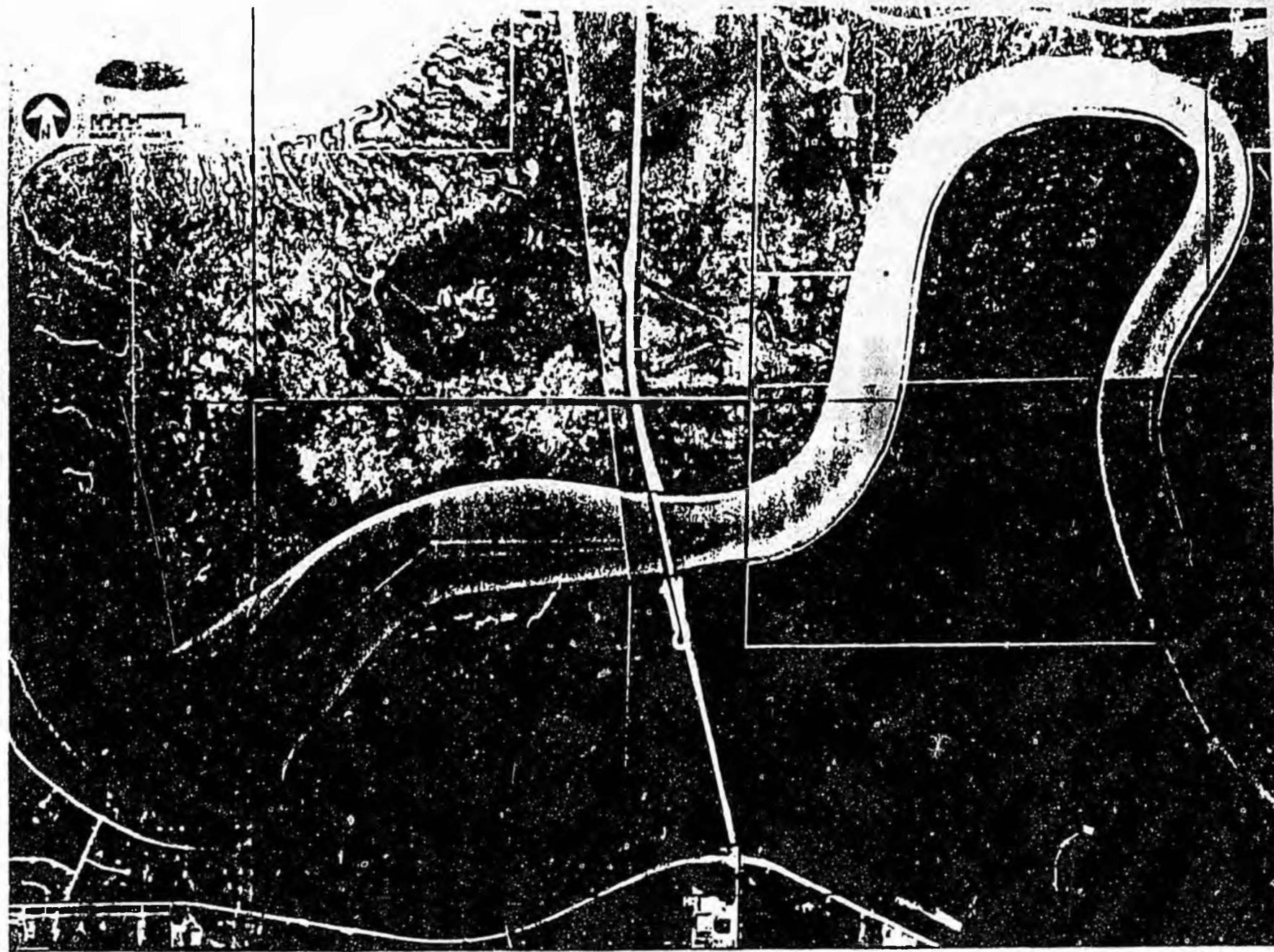
KENAI RIVER

CROSS-SECTION B-3

KENAI RIVER VIEWING DECK



DETAIL PLAN -
VIEWING DECK
TURNAROUND.



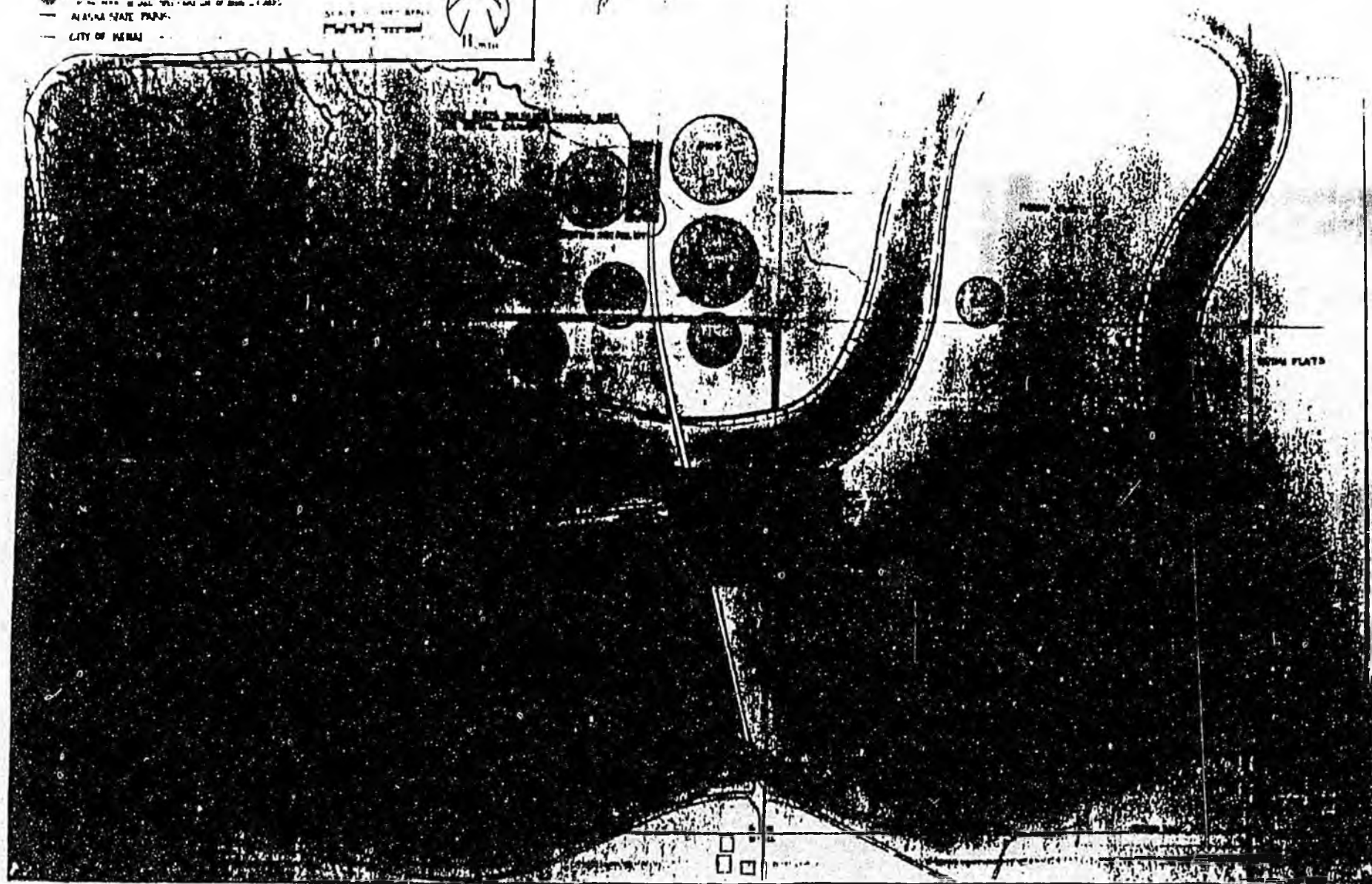
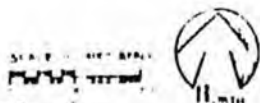
KENAI RIVER FLATS

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION

STATE OF ALASKA

- SNOW LOOSE CONCENTRATIONS
- ALASKA STATE PARKS
- CITY OF NENAH



KENAI RIVER FLATS

FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION (Mark appropriate box) <input type="checkbox"/> NOTICE OF INTENT (OPTIONAL) <input type="checkbox"/> PREAPPLICATION <input type="checkbox"/> APPLICATION	2. DATE Year month day 19	3. DATE ASSIGNED BY STATE Year month day 19
	Leave Blank	

4. LEGAL APPLICANT/RECIPIENT a. Applicant Name: City of Kenai b. Organization Unit: Local Government c. Street/P.O. Box: 210 Fidalgo d. City: Kenai e. County: Kenai f. State: Alaska g. ZIP Code: 99611 h. Contact Person (Name & Telephone No.): William J. Brighton (907) 283-7530	5. EMPLOYER IDENTIFICATION NUMBER (EIN) N/A b. PROGRAM (From CFDA) c. NUMBER: 112101016 d. TITLE: Outdoor Rec. - Acq., Dev. & Planning e. MULTIPLE: <input type="checkbox"/>
---	---

7. TITLE OF APPLICANT'S PROJECT (Use section IV of the form to provide a summary description of the project) Kenai Flats Wildlife Viewing Area	8. TYPE OF APPLICANT/RECIPIENT a. Individual b. Business c. Community d. Government e. Other (Specify) f. Federal District g. Non-Profit h. Community Action Agency i. Community Development j. Other (Specify) Enter appropriate number: <input type="checkbox"/>
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9. AREA OF PROJECT: IMPACT (Name of cities, counties, states, etc.) Kenai, Alaska	10. ESTIMATED NUMBER OF PERSONS BENEFITING	11. TYPE OF ASSISTANCE a. Federal Grant b. State Grant c. Other d. Other (Specify)
--	--	--

12. PROPOSED FUNDING a. FEDERAL: \$ 20,000.00 b. APPLICANT: 129,000.00 c. STATE: 00 d. LOCAL: 00 e. OTHER: 00 Total: \$ 258,000.00	13. CONGRESSIONAL DISTRICTS OF: a. APPLICANT: 01 b. PROJECT: 01 15. PROJECT START DATE: 19 88 4 01 16. PROJECT DURATION: 24 Months 18. DATE DUE TO FEDERAL AGENCY: 19	14. TYPE OF APPLICATION a. New b. Renewal c. Extension d. Continuation e. Other (Specify) 17. TYPE OF CHANGE (For 14a or 14b) a. Increase b. Decrease c. Other (Specify) Enter appropriate number: <input type="checkbox"/>
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19. FEDERAL AGENCY TO RECEIVE REQUEST National Park Service	20. EXISTING FEDERAL GRANT IDENTIFICATION NUMBER
a. ORGANIZATIONAL UNIT (IF APPROPRIATE)	b. ADMINISTRATIVE CONTACT (IF KNOWN)
c. ADDRESS	21. REMARKS ADDED <input type="checkbox"/> Yes <input type="checkbox"/> No

22. THE APPLICANT CERTIFIES THAT: To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant waives comply with the attached assurances if the assistance is approved.	a. YES, THIS NOTICE OF INTENT/PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE _____ b. NO, PROGRAM IS NOT COVERED BY E.O. 12372 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW <input type="checkbox"/>
---	---

23. CERTIFYING REPRESENTATIVE a. TYPED NAME AND TITLE: William J. Brighton, City Manager b. SIGNATURE: <i>W. J. Brighton</i> c. DATE: 9/29/87
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24. APPLICATION RECEIVED: 19	25. FEDERAL APPLICATION IDENTIFICATION NUMBER	26. FEDERAL GRANT IDENTIFICATION
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27. ACTION TAKEN <input type="checkbox"/> a. AWARDED <input type="checkbox"/> b. REJECTED <input type="checkbox"/> c. RETURNED FOR AMENDMENT <input type="checkbox"/> d. RETURNED FOR E.O. 12372 SUBMISSION BY APPLICANT TO STATE <input type="checkbox"/> e. DEFERRED <input type="checkbox"/> f. WITHDRAWN	28. FUNDING a. FEDERAL: \$ 001 b. APPLICANT: 001 c. STATE: 001 d. LOCAL: 001 e. OTHER: 001 f. TOTAL: \$ 001	29. ACTION DATE: 19	30. STARTING DATE: 19
	31. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)		32. ENDING DATE: 19

KENAI FLAT WILDLIFE VIEWING AREA PROGRAM NARRATIVE

I. DESCRIPTION, OBJECTIVES AND NEED FOR THIS ASSISTANCE

The City of Kenai with the cooperation and assistance of the State of Alaska, Department of Natural Resources, Division of Parks and Outdoor Recreation, is applying for this grant for a Wildlife Viewing Area of the Kenai Flats.

Phase I: This project consists of:

- A. Enlarging the existing highway turnout located on the West side of the Bridge Access Road between the Warren Ames Bridge and Boat Launch Road. The new parking lot will consist of 17 parking spaces plus three (3) vehicle and trailer parking areas. The parking area will be paved, the parking lines painted, and a barrier type curb and gutter for a tire stop installed.
- B. A wooden deck will be built in front of the parking area complete with railings and handicap access.
- C. The wooden deck at the south end of the parking lot will extend approximately 150 feet into wetlands. This wooden deck would be constructed on piling. It is this portion of the project that the City of Kenai plans on using for its in-kind service donation to the project. The Kenai Chamber of Commerce will be furnishing and installing this wooden deck as a donation in the name of the City of Kenai for partial payment of the City's share of the grant.

Other phases of the project to be considered at a later date include:

Phase II: An additional wooden deck going west out of the center of the parking area approximately 230 feet to include handrails, benches, viewing platforms, spotting scopes, botany theme interpretative boards, habitat value interpretative boards, general habitat interpretative boards, management information, planter boxes and landscaping.

Phase III: This project would consist of the Kenai River Wildlife Viewing Area, as described in the attached Management Plan Report - Kenai River Flats, Alaska.

Phase IV: Birch Island Cultural Interpretative Area as also described in the attached Management Plan Report - Kenai River Flats, Alaska.

The City of Kenai needs Phase I of this project to provide its residents and visitors with a controlled access for viewing the wildlife in the wetland areas adjacent to the Bridge Access Road. At the present time the viewing public and photographers stop on the shoulder of the road or in the small parking lot next to this State highway. This presents a very serious safety hazard since the speed limit is 55 m.p.h. in this area. The crowds of people get rather large when caribou are spotted and during the stopover of the snow geese migration. Damage to the environment is caused by individuals walking out into the wetlands and disturbing the vegetation and the wildlife and thoughtlessly disposing of litter in the area. Besides the obvious economic improvements of providing short term jobs during construction, the final project will draw additional tourists into the community for viewing wildlife:

The Kenai Chamber of Commerce recognized a need for such a boardwalk at approximately the same time as the State of Alaska, Department of Natural Resource, Division of Parks and Outdoor Recreation. Consideration of the project began in the latter part of 1986.

II. RESULTS OR BENEFITS EXPECTED

The City of Kenai residents, visitors and the environment all stand to benefit from this project. This project will be an excellent example of how private businesses (Kenai Chamber of Commerce), local government (City of Kenai), State government (State of Alaska), and federal government (National Park Service) can all work together for the benefit of the people and the environment.

III. APPROACH

The City of Kenai plans to work very closely with the State of Alaska, Department of Natural Resources, Division of Outdoor Parks and Recreation in providing an ideal facility. Upon receipt of the grant the City of Kenai Public Works Department will proceed with requests for engineering/architectural proposals or may perform in-house engineering design for construction plans and specifications. The Public Works Department has successfully administered and managed many such projects similar to this small project to multi-million dollar projects. With the declining public revenue and construction money, the Public Works Department will be handling less than 10 million dollars worth of work this year, and this project would receive our full attention.

Once the construction plans and specifications are completed we will go out for competitive bids. The City of Kenai bidding documents will be modified to reflect the needed documentation for federally assisted projects. We have successfully done this for EPA, FAA, Library, and other federal programs.

With the grant being expected in the early spring of 1988, the City of Kenai's schedule would include starting immediately on the design drawings and specifications with construction to begin the mid-summer of 1988 (shortly after the snow goose migration). The construction completion date would be by the end of 1988. Much of the work could be accomplished after freeze-up and during the first part of the winter of 1988.

Other agencies, organizations and consultants that would be involved include the State of Alaska, Department of Natural Resources, Division of Parks and Outdoor Recreation, U.S. Government, National Park Service, Kenai Chamber of Commerce and possibly a local consulting engineer or architect, charitable organizations, and wildlife protection organizations such as the Audubon Society and Ducks Unlimited.

IV. GEOGRAPHIC LOCATION

The project is located within the city limits of the City of Kenai on the State maintained highway named Bridge Access Road. The Bridge Access Road runs from the Kenai Spur Highway in downtown Kenai to Kalifornsky Beach Road. The specific location would be on the west side of the Bridge Access Road approximately half way between the Warren Ames Bridge and Boat Launch Road.

V. OTHER ITEMS

There are no other federal grants involved in this project at this time. The City of Kenai is also seeking additional funding from other sources such as the Alaska State Legislature, CEIP money, LSRT funds, Coastal Management funds, etc.

Project #15: WHISKEY GULCH SRS/KENAI PENINSULA SPORT FISHING ACCESS

Location: 4 miles north of Anchor Point

Senate District: D (A-B)

House District: 5 (A-B)

Amount: \$1,000,000

Description: Acquisition of upland and beach properties, construction of access road, parking area and sanitary facilities.

Justification: Acquisition and development of an access to the southern beaches of the Kenai River and waters of Cook Inlet is a high visitor/sport fishing enhancement priority. Development of facilities in this area would relieve the severe crowding experienced at Anchor River SRA (Anchor Point) as well as the recreational trespass that occurs on the private lands at the mouth of Anchor River. The Whiskey Gulch area is heavily used by local residents and tourists during the Spring and Summer months. The beaches provide excellent clamming and outstanding halibut and salmon fishing are available in the inlet waters adjacent to Whiskey Gulch.

Project #16: CHILKOOT LAKE AND CHILKAT STATE PARKS REHABILITATION

Location: Haines area

Senate District: B

House District: 2

Amount: \$200,000

Description: Capital funds would be used to improve two park units in the Haines vicinity - Chilkoot Lake and Chilkat State Park. At Chilkoot Lake State Recreation Area the existing 32-unit campground, boat ramp and parking for boat trailers would be upgraded to meet acceptable standards. This park unit has received no capital improvements in well over 12 years due to an uncertainty in the outcome of Native claims which are now resolved. At Chilkat State Park the access road is in need of improvements. A spring has caused a soft road condition in a section of the road and is a safety concern. All ditches along the three mile road are in need of regrading and cleaning to enhance drainage. Campground facilities need to be improved to be more acceptable as a fee area. Highway directional signing to guide tourists to park units throughout Haines needs to be installed.

Justification: Haines receives heavy tourist visitation. Highway travellers using the ferry system almost all pass through Haines. Chilkoot Lake is in a very picturesque location and is popular both for tourists and residents. Revenue will be generated through collecting camping fees. But, because the facilities are in poor condition, tourists will not be satisfied with them. Improved camping sites, boat launch, trails, picnic sites, and tables and firepits would make this one of our state's best tourist destination sites. Public safety is our highest management concern and priority. The soft spot in the Chilkat access road is potentially dangerous and should be corrected as soon as possible to lessen any chance of injury. Campsite fees will be charged at Chilkat State Park. Upgrading of camping sites, to include furniture items, would result in greater visitor satisfaction and would help to promote tourism.

Relationship to Work in the Jobs Bill: The proposed Jobs Bill includes \$50.0 for work at Chilkoot Lake State Recreation Site. This work includes the replacement of two old toilets with two DEC-approved vaulted toilets at Chilkat State Park and the replacement of 35 firepits at Chilkoot State Recreation Site.

Project #17: CASTLE HILL HISTORIC SITE

Location: City of Sitka

Senate District: B

House District: 3

Amount: \$100,000

Description: Upgrade existing overflow parking area (pave/curb/gutter/sidewalks). Construct an interpretive shelter to provide for out-of-the-rain programs for small groups. The thrust of the interpretation would be the Russian occupation period of Alaska's history with artwork or replica models of Baranof's Castle.

Justification: Lighting for the flags would preclude the necessity of raising and lowering the flags daily. It would save the state money and volunteers who are counted on to handle the task could do other jobs. The site should be accessible to wheelchairs and handicapped folks. Interpretation is inadequate for a site of such historical significance and potential visitation. Artwork and a model of the castle would help tell the story behind the site.

Relationship to Work in Jobs Bill: Work proposed in the Jobs Bill includes \$30.0 to install security and safety lighting on the stairs and ramp, and to install handrails for handicapped access. Existing funds are being used to build the access ramp halfway up the hill. An additional \$90.0 in the Jobs Bill is proposed to finish the upper half of the ramp, add rest stops along the trail with benches. These funds will also be used to landscape the hillsides, place signs, and produce six interpretive displays for the interpretive kiosk at the base of the hill near the entrance to the site.

Project #18: TOTEM BIGHT STATE HISTORICAL PARK

Location: City of Ketchikan

Senate District: A

House District: 1

Amount: \$200,000

Description: Begin replacement of deteriorating totem poles. Carving would be done on-site and would become a tourist attraction of its own, providing demonstration of carving techniques. Replace foundation of tribal house and repair house and poles. Landscape parking area and install benches. Develop a pad for parking a small travel trailer for a park host.

Justification: Several of the poles are in poor condition and need to be replaced. Others need to be repaired. The site is a major tourist attraction and currently does not present a good image. The foundation of the tribal house is rotten in places and must be replaced or it may endanger the entire building and public safety. Benches are needed as most visitors are elderly. The camp host pad is needed as camp hosts reduce vandalism and inappropriate behavior thus cutting costs of maintenance and patrols.

Project #19: HISTORIC PRESERVATION GRANTS

Location: Statewide (Anchorage office)

Senate District: E-1 (Anchorage)

House District: Anchorage (7-15)

Amount: \$100,000

Description: Grants funds will be used for maintenance, restoration and rehabilitation of historic sites. There are a great many historic properties in need of repair and maintenance if they are to be saved from deterioration and preserved. Rehabilitation work is labor intensive and creates local jobs. Materials used in rehabilitation work are available and purchased in the local community. The grants will be distributed throughout the state.

Justification: Historic properties are an important part of local communities and the state. As part of the tourism industry, they are visitor destinations. Revitalized downtowns and older neighborhoods and adaptive reuse of historic properties can provide new business opportunities and increase property values. They are part of our heritage that needs to be preserved. There are hundreds of historic sites in Alaska eligible for these funds. The grants will be administered by the Department of Natural Resources under AS 41.35.040. A grants program is already in place so the funds can be distributed quickly.

Jane G. Haigh
280 E. Birch Hill Rd.
Fairbanks, AK 99712

January 25, 1987

Dear Representative's Brown and Ellis,

Your Draft Tourism and Recreation Development Proposal has recently come to my attention. As a member of the Governors Historic Sites Advisory Committee, I am deeply interested in promoting Historic Preservation, that is the preservation of our historic built environment throughout the state.

I very strongly support your Draft Proposal. At a time when tourism seems to be our only growing industry, and the state Tourism budget is itself increasing, I have failed to see the rationale for decreasing the budget to promote and rehabilitate our historic sites, both in State Parks and in the private sector.

I am pleased to see that your proposal already addresses a number of historic sites within the State Parks system. However, most Historic Sites and buildings in the state fall outside the State Parks. Perhaps you are not aware that there is already a long-standing Grants-in Aid program which in the past has funded public and private sector Historic Rehabilitation and preservation projects. The Historic Preservation Grants-in Aid program is a federally funded small grant program relying on state matching funds, and operated by the Office of History and Archeology in the Division of Parks. These type of grants have ranged from \$1000 to about \$25,000 in the past and have gone to communities such as Cordova, Dillingham, St. George, Unalaska, Barrow, and Wrangell, in addition to Juneau, Fairbanks, and Anchorage. Unfortunately, state budget cuts the last two years have just about eliminated this grant program.

Historic preservation has been shown to be an effective economic development tool wherever it has received adequate support. The recognition, preservation, and rehabilitation of our historic sites, structures, neighborhoods, and communities can bring in outside investment, promote tourism, and create jobs. In fact, it has been shown that rehabilitation of historic structures creates more jobs than equivalent new construction.

The State of Alaska already has seen a significant number of successful rehabilitations including Courthouse Square (The old Federal Building) in Fairbanks, The Alaska Hotel and the Old Steam Laundry and others in Juneau, and nearly the whole town of Skagway, (thanks to the National Park Service.)

Putting \$100,000 or more in the budget for the Office of History and Archeology would make an unbelievable difference, and could be used in small grants for survey and planning, and or actual rehabilitation of preservation projects. These grants could go to individuals or communities through an existing program. All of the regulations, proposal and review apparatus, and grants management procedures are already in place. Providing funds for historic preservation projects through an existing grant program would allow for an orderly and fair way to distribute funds on the basis of project merit, rather than as hastily conceived projects inserted as line items in the budget.

(1)

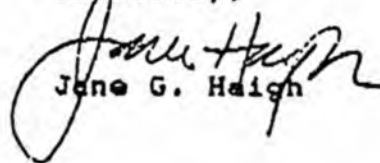
Projects are reviewed by the Governor's appointed Historic Sites Advisory Committee, and professional advice and support is provided by the qualified historian and Architectural Historian in the office of History and Archeology.

In addition to a component for small grants, I would suggest these other Fairbanks projects:

1. Money for preservation and rehabilitation of the Riverboat Nenana. This is an ongoing project currently being run by the Fairbanks Historic Preservation Foundation. \$250,000
2. New foundations and rehabilitation of the Gold-Rush Town cabins at Alaskaland. \$100,000
3. A heating system for the Wickerham House at Alaskaland. \$15,000.
4. Planning and site acquisition of the Old F.E. Complex on Illinois St. for a City/Borough museum and Historic Site.
Planning \$100,000
Site Acquisition ?????

Thank you for your attention to these matters.

Sincerely,


Jane G. Haigh

cc Mark Boyer
Mike Davis
Nillo Koponen
Janet Halverson

(2)

Project #20: HIGHWAY INTERPRETIVE SIGN PROGRAM

Location: Statewide (Anchorage area)

Senate District: E-1 (Anchorage)

House District: 7-15 (Anchorage)

Amount: \$25,000

Description: The highway interpretive sign program would inventory opportunities for interpreting roadside natural and cultural features along the state's highway system. The product would identify interpretive values of specific sites and estimate of the costs for various levels of implementation.

Justification: The highway system throughout Alaska travels through many regions of natural history, unusual natural beauty and historic significance. The Department of Highways' waysides of 20 years ago have all but disappeared. The opportunity for enrichment of the travellers' visiting experience can be greatly enhanced through a planned system of highway interpretation.

Project #21: RIVERBOAT NENANA GRANT

Location: City of Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$ 25,000

Description: Grant funds for the restoration and preservation of the Riverboat Nenana will enable work to continue on one of the major visitor attractions in Fairbanks. The restoration work will follow the restoration plans prepared by a maritime engineering company. The work will be labor intensive. Materials will be purchased locally. The funds will be appropriated to the Department of Natural Resources for payment as a grant under AS 37.05.316 to the Fairbanks Historic Preservation Foundation.

Justification: The Riverboat Nenana, which is listed on the National Register of Historic Places, is the last steamboat to offer passenger service in Alaska. It is the major attraction at Alaskaland, an important visitor destination in Fairbanks. For many years the community of Fairbanks has been active with the restoration of the Riverboat through volunteer support and donations. In the past, federal and local funds have been used to stabilize and begin restoration on the steamboat. This grant will allow the long-term restoration work to continue.

Section 22

Project: DOTPF/Tourism Oriented Directional Signing

Location: Statewide

Amount: \$50,000

Description: The attached discussion paper by the Department of Transportation and Public Facilities reviews the need for tourism oriented directional signs (TODS).

DRAFT

POSITION PAPER:

**INFORMATIONAL AND DIRECTIONAL SIGNING
FOR
COMMERCIAL ESTABLISHMENTS**

Introduction

The Highway Beautification Act of 1965 severely restricted advertising signs apart from on-premises signs. Many States were even more restrictive to protect the aesthetics of their roadways. In 1969, to provide directional information to motorists on limited-access roadways (Interstates and similar), a system of Specific Service Signs ("Logos") in the right-of-way (ROW) at interchanges was allowed for food, gas, lodging and camping when such enterprises were not visible from the limited-access routes. This program was extended in late 1986 to be eligible on conventional roads¹ with federal approval.

However, the Logo sign program leaves many desirable if not necessary businesses with little or no means to inform motorists of their service and location.

Most states have resisted efforts to institute other signing programs because the demonstrated need from the motorist standpoint was not equal to the costs and public safety consequences. (It is generally held that proliferation of roadside signs causes motorists to tend to ignore them, including necessary traffic control devices, dilutes their attention from the vital driving task, and presents another series of roadside obstacles in collisions.)

However, with the rise in tourism and a lagging economy in some areas, the need for better directional signing for business enterprises was perceived. The Federal Highway Administration is proposing to add a section to the federal Manual on Uniform Traffic Control Devices (MUTCD) to provide for an official system of Tourist Oriented Directional Signs ("TODS") to meet this need. (Attachment 1)

There has been a growing demand for such directional signing in Alaska. During a recent teleconference including representatives from the Federal Highway Administration (FHWA), the Department of Transportation and Public Facilities (DOT&PF), the Legislature, other State departments, local agencies and the public, it was agreed that Alaska needs to systematically and cooperatively address this growing need.

Purpose:

The purpose of this discussion is to provide information on pertinent aspects of programs to enhance motorist directional signing such as the various public policy issues involved (business enhancement, public safety, cost to public agencies, and

¹ Including all federally funded highways, not just controlled-access expressways and freeways.

roadside beautification), and to recommend a course of action meeting the cooperative needs of all concerned within the limits of our resources.

While aspects related to advertising outside the right-of-way are discussed, the main thrust is what the DOT&PF can do to enhance directional signing within the right-of-way of state-maintained roads, and in this manner meet the needs of more businesses and motorists.

Review of Statutes, Regulations and Policies on Signing:

FHWA has informed the Department that the "Interstate" routes in Alaska, which were so designated for funding purposes, are not considered as "Interstates" for the purposes of federal statutes and regulations on highway signing. This is of little impact because most of the restrictive federal regulations apply to both Interstate and Primary routes, and Alaska's "Interstates" are Federal Aid Primary routes.

The only areas where we have flexibility absent changes in federal statutes and regulations are outdoor advertising adjacent to state and local roads and secondary Federal Aid routes, and Traffic Control Devices on most roads.

Conventional outdoor advertising possibilities (billboards) are generally limited to locations outside the ROW on Federal Aid Secondary roads, and a proposal is being considered to liberalize the State regulations there to be no more restrictive than the federal regulations.

As explained previously, the most promising avenue for widespread private enterprise identification in the right-of-way is an experimental program (TODS), and this paper will be directed at this more feasible alternative of "official" directional and informational signing.

There are at least three relevant regulatory or statutory areas and at least six documentary authorities regarding signs:

Regulatory Areas:

1. Traffic Control Devices (TCD's)
2. Outdoor Advertising
3. Right-of-Way (ROW) Encroachments

Authority References:

- A. Code of Federal Regulations (CFR)
(backed by enabling legislation.)
- B. Alaska Statutes (AS)
- C. Alaska Administrative Code (AAC)
- D. DOT & PF Policy and Procedures (P&P)

- E. Alaska Traffic Manual (ATM)
- F. Local Laws and Ordinances (not treated here)

Attachment 2 shows which authorities pertain to various roadway classes.

1. TCD's

A. 23CFR655-Subpart F establishes the Manual on Uniform Traffic Control Devices (MUTCD) as the standard on streets, highways, and bicycle trails open to public travel. (Attachment 3)

It allows States to have their own manual or supplements in substantial conformance to the national MUTCD and with the FHWA Regional Administrator's approval of the manual or supplements. The Alaska Traffic Manual (ATM) exercises this option by consisting of the MUTCD with a federally approved "Alaska Supplement".

B. AS28.01.010 requires municipalities to conform as close as practicable to the DOT&PF's ATM. (Attachment 4)

AS19.10.040 requires DOT&PF to conform as far as possible to the national MUTCD. (Attachment 5)

D. P&P 70-7000 defines the ATM as the MUTCD with an Alaska Supplement and establishes the policy that it is the official State manual. (Attachment 6)

E. The MUTCD portion of the ATM (section 1A-3.1) requires that no TCD or its support shall bear any advertising or commercial message, or other message not necessary to traffic control. Furthermore, it requires any unofficial and non-essential signs to be removed as a public nuisance. (Attachment 7)

The ATM allows the State to establish a federally approved program of Specific Services ("Logo") Signs for food, gas, lodging and camping.

[NOTE: It is also likely that a system of Tourist Oriented Directional Signs (TODS) will soon be allowed by the national manual, and would likely be approved under the present statutes and regulations based on precedent in other States. See Attachment 8 for details.]

2. Outdoor Advertising (outside of ROW)

A. 23CFR750 generally prohibits advertising within 660 feet of FA Interstate or Primary routes where visible from the roadway, or

beyond that and intended for visibility from the roadway, except for "on-premise" signs advertising activities on the property or advertising the property for sale. Only the 660 foot border applies in urban areas. Signs consistent with the regulations and authorized by state law which are designed to give information in the specific interest of the traveling public may be permitted in protected areas. Also, signs in bonafide "zoned and unzoned commercial areas" are permissible. (Attachment 9)

B. AS19.25.080-180 is parallel to the federal requirements except it includes the Secondary road system. It also authorizes the DOT&PF to enter into agreements with the U. S. Secretary of Transportation as provided in 23 USC relating to outdoor advertising. (Attachment 10. The original state-federal agreement is Attachment 11.)

3. ROW Encroachments

A. 23CFR1.23 prohibits encroachments or property in the ROW of FA routes except those devoted exclusively to public highway purposes. (Attachment 12)

B. AS19.25.200-250 prohibits encroachments except as permitted by DOT&PF regulations. (Attachment 13)

C. 17AAC20.010-.040 prohibits outdoor advertising signs within the ROW of any highway and forbids the permitting of such. (Attachment 14)

D. P&P 10-0020 requires that in the interest of safety, convenience and pleasure of highway users, encroachments will not be allowed except by permit. (Attachment 15)

E. ATM Section 1A-3.1 prohibits signs in the ROW except for official TCD's. (Attachment 7)

Alternative R.O.W. Programs:

Specific Service Signs (LOGO Signs) :

As discussed in the Introduction, Logo signs for the specific categories of food, gas, lodging and camping are allowed on conventional roads under the Alaska Traffic Manual (The National MUTCD with an Alaska Supplement) provided the State develops a program acceptable to FHWA. These are described in Section 2G-5 of the MUTCD.

These signs are usually placed at interchanges, have rather restrictive applications, and the installation is relatively massive and costly.

Tourist Oriented Directional Signs (TODS) -

This program which is currently experimental in selected states excluding Alaska is expected to be included in the Federal Manual in the near future, and precedents have been set which leads us to believe it can be implemented with minimal statutory or regulatory action.

These signs extend the directional information to more types of business to be determined by the State, and allow for more widespread use.

The signs must follow a prescribed format (white letters and borders on a blue background in keeping with the nationally established system for motorist information signs) and cannot convey an advertising message or other information except the business name and/or logo and directions thereto. It does allow businesses some distance from the highway to be identified, subject to state rulemaking.

Encroachments -

This would consist of allowing certain signs meeting established criteria to be erected within the R.O.W. under a formal permit and agreement. They would require Federal approval on Federal Aid routes and would be expected to have to pass stringent tests as to devotion to "public highway purposes". For example, we are currently requesting approval of state park logo signs to use this approach for approval.

This alternative is not felt to be as satisfactory as the other alternatives, and is probably only feasible on secondary routes and local roads which are outside of DOT&PF's jurisdiction. In many of those cases outdoor advertising adjacent to the R.O.W. is permissible or possible.

Required Changes in Statutes, Regulations, and Polices:

Logo Signs - Little or no need for changes except to establish regulations for permits or fees. The State would have to develop a policy in the Alaska Traffic Manual (ATM) acceptable to the FHWA. (Absent significant state funding subsidies this would be very expensive for most businesses.)

TODS - Similarly, no changes expected except regulations establishing fee structure in the AAC and developing program policy in the ATM acceptable to the FHWA.²

Encroachments - Most encroachments of this nature would probably be difficult or impossible for business utilization on the FA Primary system. Otherwise a change

² While Federal approval of the TODS concept as a nation-wide program rather than experimental has not taken place, we have been informed by the Divisional office of FHWA that Alaska could adopt it as an official addition to the Alaska Traffic Manual.

in the State statute prohibiting outdoor advertising on secondary routes, a change in the AAC which prohibits advertising in the R.O.W., and an AAC revision establishing a fee structure would be required.

Comparison of Pertinent Features:

The following is a subjective comparison of various aspects of the three envisioned alternatives. The most desirable (or least burdensome) alternative is rated 1 with relative rankings of 2 and 3 (except for equals).

Aspect	Alternatives		
	<u>Logos</u>	<u>TODS</u>	<u>Encroachments</u>
Cost of Signs	3	1	2
Cost to Administer	2	1	1
Cost to Businesses	2	1	2
Availability to Business Types	3	2	1
Availability to Businesses remote from the Through Route	2	1	1
Allowable Roadways	2	1	3
Aesthetics	2	1	3
Impact on Safety	3	1	2
TOTALS	19	9	15

Resources Required:

If the Department's recommendations are accepted, the following phases are envisaged. (see estimate details in following section)

1. Program development phase (estimated at 12 months).
2. Start-up and continuation phase (indefinite).

The costs may be broken down into developmental costs (technical personnel, hearings, AG's assistance on regulations), physical costs (signs, supports, installation), and administrative costs (evaluating requests, issuing "permits", record keeping, maintenance activities). These costs, as a policy matter, may be absorbed completely by the State, completely by the users, or anywhere in between. Because the cost of start-up and proper signing is not low, and because Alaskan businesses will receive tangible benefits, it is suggested that the State participate by subsidizing

the setup costs of the program, while the on-going costs be borne by the benefiting businesses.

The total costs after the developmental phase will depend to a great extent on the number of requests for signs and their locations. A subjective estimate is used for planning purposes, but the cost figures for the second phase can be revised later based on the level of response by businesses to the public notices during the developmental phase.

It should be noted that start-up funds alone will not provide the necessary on-going resources in the absence of funding for personnel to conduct this program unless other services are sacrificed (e.g. traffic safety studies, M&O activities).

It is envisaged that sign installation could be done through contractors from the private sector, and this along with the fabrication of signs by Alaskan firms will be a further benefit to the economy. The form of the physical maintenance function, and removal of signs for businesses that close will need further consideration.

Phase I - Developmental (1 Year)

In this phase the Department, through a 7 member Commissioner-appointed task force, would develop proposed policies, procedures and regulations which, after appropriate public hearings, would be implemented to meet the requirements of businesses, motorists, the FHWA, and the department. The task force is proposed to provide a range of opinion, including federal, state, and business toward the job of establishing policy. Task force composition is suggested to include:

DOTPF	1	Commissioner or designee
Legislature	1	To be determined
DOT&PF Regions:	1	Director, Maintenance & Operations
	1	Director, Design & Construction
DC&ED	1	Director, Division of Tourism
AVA	1	Director, Alaska Visitors Association
Business Rep.	1	Appointed by Commissioner, from list of names submitted by State Chamber of Commerce

The task force would meet for a total of three times. Initially to recommend general policy guidelines and help guide draft regulation language. Following the public hearing phase on the regulations the task force would meet again to assist in policy formulation on the final regulation language. Key staff members from the E&OS division would serve as a resource to this task force. A broad brush outline of the task force's involvement in the process is shown as follows:

1. E&OS Staff prepare initial information package and discussion on range of policy options.
2. Commissioner's Task Force Meeting #1: Start-up meeting to assess policy options; output of meeting is a selection of a limited number of policy options to evaluate in more detail.
3. E&OS Staff prepare second information package and discussion of selected policy options.

4. Commissioner's Task Force Meeting #2: Policy definition session. Commissioner's Task Force would be asked to make recommendation to Commissioner on preferred method of providing for outdoor advertising within and along ROW, including basic ground rules, responsibility assignments and means of implementation.
5. E&OS Staff prepare draft regulations from guidance of Commissioner and Task force. Public Notice provided in accordance with AAC requirements.
6. Public Hearings held in five locations: Juneau, Kenai Peninsula Borough, Anchorage, Mat-Su Borough, and Fairbanks.
7. Commissioner's Task Force Meeting #3: Final meeting to evaluate the public hearing testimony and make policy adjustment recommendations.
8. Finalize regulations and publish.
9. Prepare and publish a handbook describing the program and method of securing off-premise advertising along state maintained roads.

Developmental Expenses

<u>Expenses Item</u>	<u>Units</u>	<u>Cost</u>	<u>Funding Needs</u>	<u>Funding Available</u>
E&OS Staff				
Professional Staff	4 mo.	\$5,000		\$20,000
Clerical Staff	1 mo.	\$2,000		\$2,000
Legal Staff	60 hrs.	\$100	\$6,000	
Task Force Travel	16	\$500	\$8,000	
Public Hear. Travel	All	\$4,000	\$4,000	
Public Hear. Transcrip.	5	\$600	\$3,000	
Advertising, Commun.	All	\$2,000	\$2,000	
Graphics & Printing	All	\$4,000	<u>\$4,000</u>	
Totals			<u>\$27,000*</u>	\$22,000
Total Program Development Cost			\$49,000	

(* Note: Only \$27,000 would require legislative appropriation. The personal services required for this effort would be provided for from existing budgets.)

Timing

The time necessary to accomplish program preparation is estimated at one year. This reflects, in part, a desire to schedule the public hearing phase in the winter months in order to avoid conflicts with the very "public" being served by the proposed program -- tourist oriented businesses.

Phase II - Start Up and Continuation (Indefinite)

This phase involves the physical placement of sign standards and business informational signs following the process and methods selected in the regulations and from legislative intent. It is likely that minor adjustments to the program would be pursued based upon the feedback of field experience. The cost to the state during this phase would vary according the policy option selected regarding the degree to which business enterprises should pay for the program. Following is a range of policy options that better define the possible cost ramifications of various policy options.

State Investment Policy

Description

Minimum

State develops program; businesses pay all other costs including staff support for application processing, sign manufacturing, installation, liability insurance, repairs, replacement and removal, as necessary. This approach would require both an application fee and annual administrative fee to support state costs.

Shared

State develops program; businesses pay application cost, and pay for sign manufacturing, installation and on-going maintenance. State covers personal services cost associated with program administration.

Maximum

State develops program; state supplies signs, sign supports, and pays for installation, repair, replacement and removal, as necessary. Businesses pay a portion of these costs through fixed application and annual maintenance fees. (Estimated at \$500 for installation and \$250 for annual M&O and administrative costs).

The total cost of this phase will be affected by the number of participating businesses. The number of participating businesses, will, in part, be determined by the cost burden they must assume. It is likely that with greater state participation in program costs the more businesses that will participate.

Sign Cost

The signs will cost about \$150 to \$200 per panel, plus \$150 to \$200 for breakaway bases and supports (installed). There can be 1 or 2 sign panels per location for an average cost of \$350 per location if one panel is installed and \$525 per location if two sign panels are installed (\$262 per business). In a typical application each business would have two signs installed, one facing each traffic direction prior to the intersection leading to the business establishment.

We have assumed that the number of one-sign panel and two-sign panel installations will be about equal, thus the average cost per business will be:

$$\frac{(\$350 + \$525)}{2} \cdot 2 \text{ signs per business} = \$875 \text{ per business average}$$

Number of Businesses

For the purpose of an estimate the following assumptions have been made concerning the number of participating businesses: 1) The number of businesses which elect to participate will vary with the degree of state investment. 2) The ultimate number will not be realized in the first 1 or 2 years, but will gradually increase over a 5 year period; thereafter growth will generally follow state economic trends.

Table 1 indicates the estimated number of participating businesses over a 6 year period, for each of the three policy options previously described.

M&O Cost for Signs

Upkeep, repair, replacement and insurance are estimated to cost 25% of the signs installed value annually. While this may appear as a high figure considering that the signs should have a life of 10 to 12 years from the effects of weathering, it is anticipated they will actually experience a much shorter life due to accidents and vandalism (average life of 4 to 6 years is estimated). Some form of insurance coverage is considered a probable requirement.

DOT&PF Administrative Costs

The department will be required to maintain an inventory and status of the business signing program. While this workload will in fact vary in part with the overall size of the program, for the purposes of this estimate it is considered a fixed cost. It is estimated it will require a 1/2 time position to coordinate the program, serve as center for statewide data collection, and remain current with the progress of the program so that policy adjustments, if necessary, may be pursued.

The administrative staff position would require funding in the range of \$24,000 per year (6 mo. @\$4,000). Funding for this cost is covered by participating businesses in the *minimum* policy option; it is covered by the state in the other policy options.

This position is over and above the staff support required to process individual applications for signs at the regional level. The regional utility staffs are considered adequate to undertake this role (with necessary coordination with traffic safety staff), though a fee is proposed, as these staffs are funded entirely from program receipts. A \$200 application fee is contemplated under all of the policy options. This is the cost for evaluating each sign request and processing it through decision (approve or deny) and is estimated to be \$200 (8 hours @ \$25/hr.).

State and Business Costs

From the above data it is possible to derive some general estimates of what costs would be incurred to either the state or an individual business relative to the three policy options.

The *minimum* state investment policy option results in the fewest number of businesses participating with the highest cost per business served. An average initial sign installation cost is estimated at \$1,075, with an annual cost of \$819 in FY 90 (M&O and administrative fee) and a general lowering of the annual cost to \$379 in FY 94 as the total number of businesses increases providing a larger base of firms to share the fixed administrative cost. This option results in a one-time expense to the

state of \$49,000 for program start-up with all other costs borne by participating businesses.

The *shared* state investment policy option would again cost each business the \$1,075 for sign installation. The annual M&O cost to each business is estimated at \$219 with the state assuming the fixed administrative cost. This would result in an on-going expense to the state of \$24,000 annually, with a total state investment of \$169,000.

The *maximum* state investment policy option results in the greatest number of participating businesses as the cost to each is the lowest. Each business is assumed to pay a \$500 initial installation fee which partially covers the cost of the sign and application processing. Thereafter, there would be an annual fee of \$250 covering administration and sign M&O costs. This option results in a very large investment by the state over the 6 year projection; estimated at \$322,000.

Tables 2 - 6 depict the costs for the three policy options and are broken down for the 6 year horizon - FY 89 through FY 94. To reiterate key assumptions used in the analysis they are repeated below:

Number of Businesses per Year:	Varies by option and year, estimated in Table 1
Sign Installation Cost:	\$875 average - 2 signs per business
Application Cost:	\$200
Annual Sign M&O Cost	\$219 average (25% of sign cost)
DOT&PF Administration Cost	\$24,000 annually
Business fees under Maximum Policy	\$500 for sign installation, and \$250 for annual renewal

It is acknowledged that the estimates described herein are just that -- estimates. They are only as good as the assumptions they are built on. The estimates assist in understanding the implications of various policy options and they provide approximate representations of state and private costs that would be associated with the program. The number of participating businesses and the annual sign M&O cost are probably the weakest "links" in the estimates as there are few data upon which to base them. The M&O cost is an average and, unless "pooled" in some fashion, could cost individual businesses much more than this if their signs are vandalized repeatedly. Likewise installation costs may vary greatly by distance from service centers. In summary, while these estimates are quite useful at this stage of investigation, they must be used with caution given the many judgements incorporated into them.

Private Sector Participation

Though mentioned earlier in this paper, the means by which the private sector could assist in program implementation has not been described during the previous discussion on costs. It has been intentionally omitted because there are myriad methods by which the private sector could be involved, and analysis of each, given the many variables already involved, would make the estimates far more complex.

Sign Cost Calculation

Table 1 - Estimated Number of Businesses Participating							Total Business	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Years Served	
Minimum	0	40	100	125	140	150	555	
Shared	0	60	120	150	175	200	705	
Maximum	0	75	150	225	300	325	1075	

Table 2 - Estimated State Startup and M&O Costs							Aggregate	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	
Minimum	\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	
Shared	\$49,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$169,000	
Maximum	\$49,000	\$21,075	\$19,350	\$17,025	\$14,700	\$13,925	\$135,675	

Table 3 - Estimated Cost To Business for Annual M&O								
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94		
Minimum	\$0	\$819	\$459	\$411	\$390	\$379		
Shared	\$0	\$219	\$219	\$219	\$219	\$219		
Maximum	\$0	\$250	\$250	\$250	\$250	\$250		

Table 4 - Estimated Cost to State for Sign Installation							Aggregate	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	
Minimum	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Shared	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Maximum	\$0	\$43,125	\$43,125	\$43,125	\$43,125	\$14,375	\$186,875	

Table 5 - Estimated State Funding Requirements - Annual M&O and Sign Installation							Aggregate	Cost per Business/
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	Year Served
Minimum	\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	\$88
Shared	\$49,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$169,000	\$240
Maximum	\$49,000	\$64,800	\$62,475	\$60,150	\$57,825	\$28,300	\$322,550	\$300

Table 6 - Estimated Cost To Business for Sign Pair Installed in FY 90							Aggregate Cost	Average
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	To Business	Cost per Year
Minimum	\$0	\$1,694	\$459	\$411	\$390	\$379	\$3,533	\$707
Shared	\$0	\$1,294	\$219	\$219	\$219	\$219	\$2,170	\$434
Maximum	\$0	\$750	\$250	\$250	\$250	\$250	\$1,750	\$350

This should not suggest the department is disinterested in this approach. Three general options are presented below for consideration. Detailed evaluation is suggested for the task force in analyzing the merits of each option and better defining a course of action.

1. Franchise - Under this concept the program would be almost entirely run by a private firm or firms in franchise fashion. Final decision concerning sign installation and program policies would remain in departmental hands; otherwise individual businesses would make application to the firm(s). The firms would be sanctioned by the department to perform this service and would be responsible for all steps including application processing, sign manufacturing, installation, maintenance, and inventory and status reporting.

2. Installation and M&O Only - Under this concept the state would process each application through decision. The business applicant would have the signs manufactured, installed and maintained to state standards by a firm of their choice.

3. Manufacturing Only - Similar to Option #2, except state highway maintenance crews would install and maintain the signs after they were manufactured for the business and delivered to the appropriate maintenance station. This option allows for greater control of exactly how and where the signs are installed within the ROW and may be less costly to the business when the signs are installed in remote locations.

Technical Issues to be Resolved:

As part of the developmental phase (and with an adjustment period as experience is gained) some technical issues will need to be resolved in more detail than is possible here. Some of these are:

User fee structure	- subsidy from state, equal to cost, or revenue generating.
Insurance requirements or liability potential	- individual policy or pooled coverage.
Conditions of eligibility	- types of businesses, minimum services necessary to qualify, minimum hours of operation, distance from highway.
Allowable number and locations	- sight distance, spacing, etc.
Physical specifications	- size, shape, materials, colors, logos, supports, locations, etc.
Prioritization where demand exceeds available space	- first come, first served? - lottery on a periodic basis? - public necessity?

Maintenance requirements

- seasonal removal and installation if business costs during part of year.
- cost of vandalism and accident repair
- whom is responsible?
- removal if business becomes ineligible or closes.

Recommendations:

A signing system based on the Tourist Oriented Directional Signing program is recommended for Alaska to meet the identified needs of motorists and businesses catering to motorists for the following reasons:

1. Little or no need for changes to existing Federal and State statutes and regulations is created, and Federal acceptance seems likely for all roadway classes.
2. A broad range of businesses (such as gift shops, gold panning, lodges, guide services, etc.) can be accommodated which cannot with other programs of official highway signing.
3. Costs would be no greater, and sometimes less, than other feasible alternatives.
4. Motorists nationwide expect blue signs with white lettering to contain information in their interest, such signs convey an image of "official signing", and a neat and orderly appearance of our roadside signing can be maintained.
5. The integrity of sound traffic engineering principles can be maintained and the required relationship of the Alaska Traffic Manual to the Federal Manual on Uniform Traffic Control Devices can remain intact.
6. A wealth of solid experience has been gained in other States that we can learn from in developing a program to suit our own particular needs.

It is recommended that signs of other State agencies that seem to be in the best interests of the State (but which do not meet the engineering technical requirements of traffic control devices, and which only extend or replace devices already in official manuals) be accepted on a case by case basis as encroachments in the public interest.³

³The divisional FHWA office has recently informed us of their intent to disallow the Eagle logo sign now being used by the State Division of Parks on some routes. Their decision will require further thought as to how best provide for the special signing requirements of the Alaska Division of Parks.

Conclusion:

The Department believes that the needs of motorist-oriented businesses can be met through a cooperative program of Tourist Oriented Directional Signing complying with Federal standards for use on all roadways which preserves the integrity of sound traffic engineering principles and has minimal impact on Alaska's renowned roadside aesthetics.

ATTACHMENTS

1. FHWA TOD Proposal
2. Laws and Regs. on Signing
3. 23 CFR655-F
4. AS 28.01.010
5. AS 19.10.040
6. P&P 70-7000
7. MUTCD Section 1A-3.1
8. TODS Report (Iowa)
9. 23CFR750
10. AS19.25.080-.180
11. State-federal agreement on control of outdoor advertising
12. 23CFR 1.23
13. AS19.25.200-.250
14. 17AAC20.010-.040
15. P&P 10-0020

Section **23**

Project: Alaska Aviation Heritage Museum

Location: Anchorage

Amount: \$160,000

Description: See attached material.



**ALASKA
AVIATION HERITAGE
MUSEUM**

BOARD OF DIRECTORS

Ted M. Spencer
Dr. Don Rogers
James Herck
Richard Benner
Craig Keichum
William E. Brooks
Lillie G. Buckbee

February 18, 1988

Representative Kay Brown
Alaska State Legislature
P. O. Pouch V
Juneau, Alaska 99811

Dear Representative Brown:

Recently an appropriation was included in House Bill 423 on behalf of the Alaska Aviation Heritage Museum. The appropriation was for a sum of \$160,000 for the construction of a water link to the museum site at Lake Hood. The purpose of the water line was primarily to provide fire protection for the museum. The water line item was one of several funding requests relating to the construction of the air museum which we submitted to your office in a letter dated January 12, 1988. From this laundry list of funding requests, the \$160,000 water line was the only item included in House Bill 423.

Since the time the water line item was inserted in the Bill, the DOT/Airport Management Administration has come forward in a letter dated February 11, offering to cover the cost of the waterline in conjunction with the Anchorage Water and Wastewater Utility. This letter, signed by Riley Scnell, Regional DOT Director, suggested that perhaps the \$160,000 appropriation could be applied to the overall \$360,000 construction budget as detailed in the AAHM prospectus. This suggestion reflects our wishes as well.

If it were possible to apply the \$160,000 appropriation to the construction costs of the museum, together with a \$100,000 appropriation now included with the Jobs Bill (SB430), the air museum could begin operation in June, 1988, with a minimum debt. At present, AAHM is seeking to borrow in excess of \$250,000 in order to open the museum in time for the 1988 tourist season. This massive debt is to be amortized at five years, creating a horrendous financial burden to our fledgling effort to preserve Alaska's aviation heritage. This debt will stifle the growth and stabilization of the air museum effort, which benefits no one.

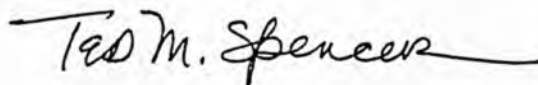
On the other hand, successful funding of the museum effort by the two bills would enable the museum to open relatively solvent and in a position to grow. Growth in our case is defined as public school educational programs, exhibit enhancement and archival and historical artifact restoration and acquisition.

Representative Kay Brown
February 18, 1988
Page 2

The money appropriated to the air museum would be spent within ninety days of receipt in Anchorage for construction materials, equipment and labor (please refer to AAHM prospectus budget) providing an infusion of revenue into the economy. Upon opening, the museum will not only serve to protect a vanishing aspect of Alaskan heritage, but will also enhance the educational curriculum of young Alaskans, as well as contributing to the economy as a major tourist attraction.

We have fought for over a decade to bring this project to bear. We see ourselves as caretakers of this history for this generation. It is our stated intention that someday this completed facility will be turned over to State or City ownership, thus insuring that Alaska's aviation heritage shall become an institution in the public trust for innumerable generations of future Alaskans.

Sincerely,



Ted M. Spencer
President

TMS:jah

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ALASKA INTERNATIONAL AIRPORT SYSTEM
- ANCHORAGE AND FAIRBANKS -
EXECUTIVE DIRECTOR'S OFFICE

STEVE COWPER, GOVERNOR

P.O. BOX 190649
ANCHORAGE, ALASKA 99519-0649
Phone (907) 266-1616

February 11, 1988

Representative Kay Brown
Pouch V
Juneau, Alaska 99811

Dear Representative Brown:

The following is in response to a verbal request from Eric Meyers of your staff for information regarding a proposed sewer and water project at Anchorage International Airport. Mr. Meyers indicates that you support a proposal to extend water to the Alaska Aviation Heritage Museum and have included this project in House Bill 423 - Tourism Projects Bill.

BACKGROUND

The Alaska Aviation Heritage Museum petitioned Anchorage Wastewater Utility (AWWU) to extend sewer and water to their proposed aviation museum located south of Lake Hood. The sewer and water is needed primarily so the museum can provide adequate fire control and secondarily for safe and convenient water and sewer facilities for museum visitors.

AWWU decisions on extending sewer and water are based on a vote of affected users. Airport tenants affected by this proposed project voted in January in favor of extending sewer and water to their lease lots. AIA also voted since some of the lots that would be served by the sewer and water are currently unleased. AIA supported this project because sewer and water is needed in this area and because of the benefits it can provide to tenants like the Alaska Aviation Heritage Museum.

AIA will also be requesting AWWU to consider extending the sewer and water project further east where it can serve about 10 more tenants. Maps showing the initial sewer extension proposal and a possible additional extension are enclosed.

FUNDING

Sewer and water projects financed and constructed by AWWU are paid for by assessing those who benefit from the project and recovering construction costs over a 20 year period. In this case the overall project costs, totalling about \$318,550, would

February 11, 1988

be recovered by assessing four tenants and the airport (for the unleased lots). In addition the Department of Environmental Conservation (DEC) normally pays for 40% of the project costs, reducing the tenants' and airport's share to about \$191,130. The enclosed cost information prepared by the AWWU details the expected costs for each lease lot (excluding the DEC match).

The AIA is evaluating several methods by which the airport could underwrite the initial costs of constructing sewer and water projects and lower the tenants' annual payments. If this policy is approved, the annual tenant costs could be significantly less than if the tenants were assessed by the AWWU.

TOURISM PROJECTS BILL

Mr. Meyers asked that we comment on the project in the Tourism Bill (H.B. 423) that would provide \$160,000 for a waterline project at the Alaska Aviation Heritage Museum. It appears the appropriation would fund a water extension for the museum, neighboring tenants, and the airport since the funding is roughly equivalent to the \$159,000 estimate for the waterline provided by AWWU. If this is the case we question whether it is your intent to spend general funds for a project that benefits a number of private leaseholders, especially in light of the fact that the project will be constructed anyway by AWWU as a result of the recent vote to create a sewer and water district.

Since the airport and tenants already voted to extend sewer and water to the museum and neighboring tenants, it appears that the only benefit of funding a water project using state general funds would be to eliminate the need for the museum to pay an annual assessment. However, as noted above, the airport is considering several ways to lower the annual sewer and water costs borne by tenants.

Another consideration is the museum's lease status. The museum is currently a sub-tenant on the property on which the museum would be located. If a waterline were to be constructed with public funds and then the sublease were to expire, the lessee would receive the benefits of a publicly funded sewer and water facility. The state may wish to ensure that the museum has a long term lease or sublease prior to construction of a waterline with general funds.

Perhaps a different capital improvement need of the museum could be met with these funds. Several other capital improvement needs were identified in the museum's feasibility study (copy enclosed).

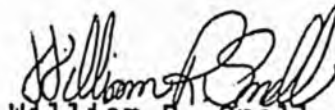
Representative Brown

-3-

February 11, 1988

I hope that this background information and ideas will help in your evaluation of this project. The airport fully supports the Alaska Aviation Heritage Museum and would like to see any appropriation in its behalf utilized for the greatest need.

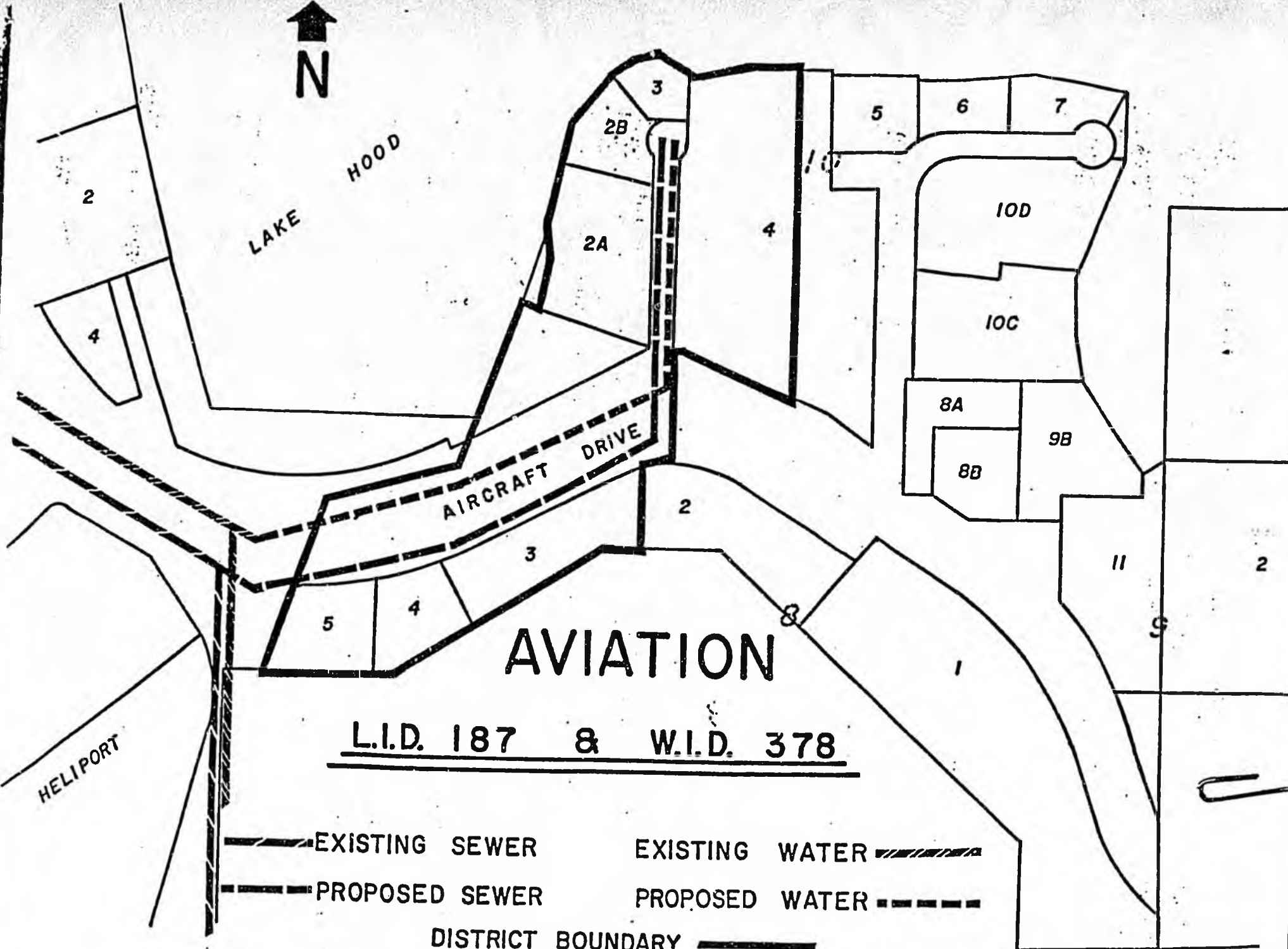
Sincerely,


William R. Snell
Regional Director

cc: Susan Fleischhauer, Legislative Liaison, DOT&PF
Gina Marie Lindsey, Development Manager, AIAS
Tom Middendorf, AIAS Planner
Robert G. Poe, Deputy Commissioner, Budget & Finance
Doyle C. Ruff, Airport Manager, AIA








LAKE HOOD



AVIATION

L.I.D. 187 & W.I.D. 378

EXISTING SEWER  EXISTING WATER 
PROPOSED SEWER  PROPOSED WATER 
DISTRICT BOUNDARY 

Approved Sewer & Water



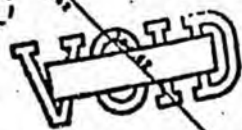
LAKE HOOD

Alaska Aviation
Heritage Museum
Site

PROPOSED 12" WATER MAIN

AIRCRAFT

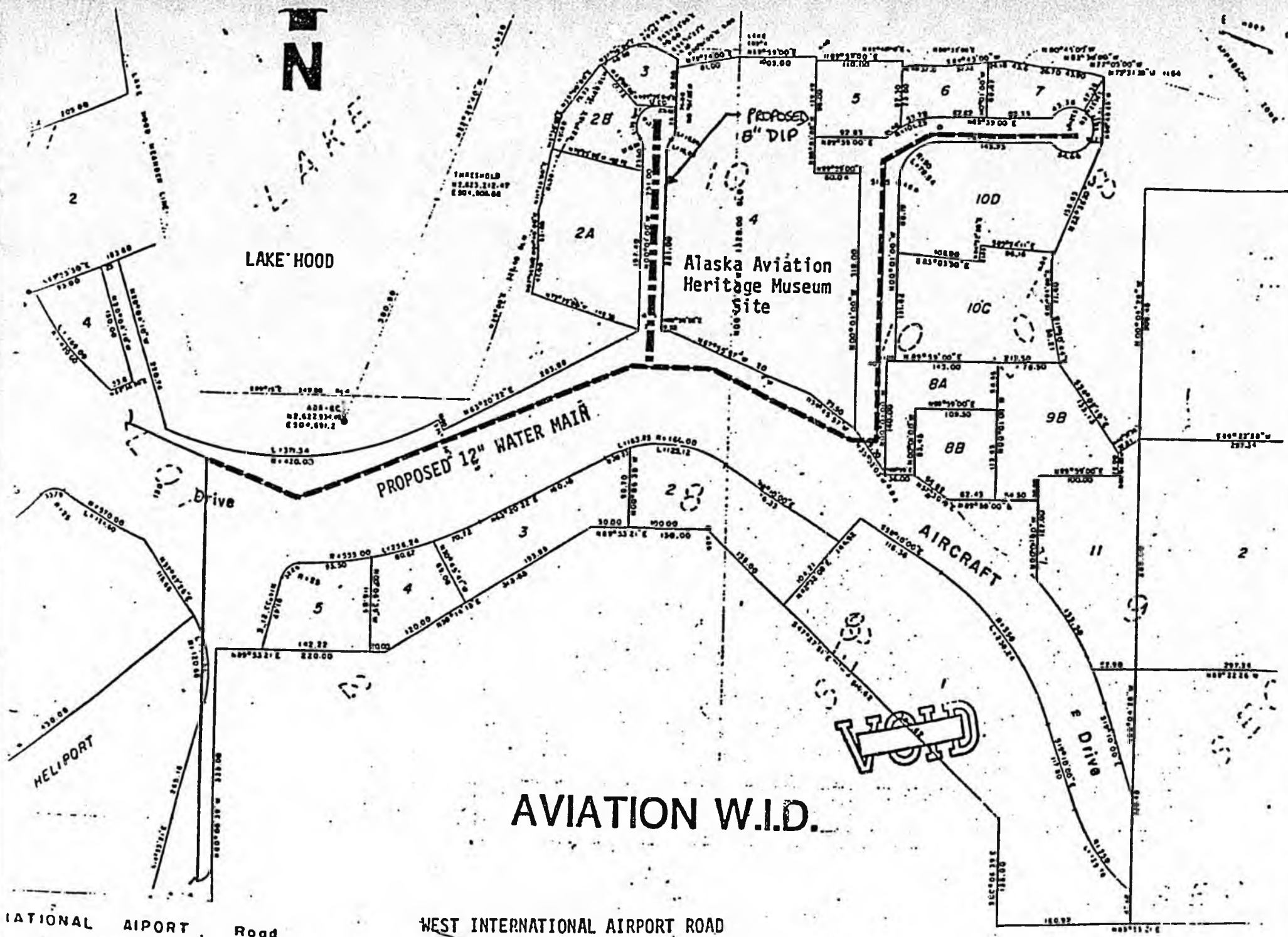
AVIATION W.I.D.



INTERNATIONAL AIRPORT Road

WEST INTERNATIONAL AIRPORT ROAD

2
WEST (111 W)
*Possible Addition
to Sewer and Water District*





LAKE HOOD

Alaska Aviation Heritage Museum Site

EXISTING SEWER Drive

PROPOSED 8" DIP

PROPOSED LIFT STATION

AIRCRAFT

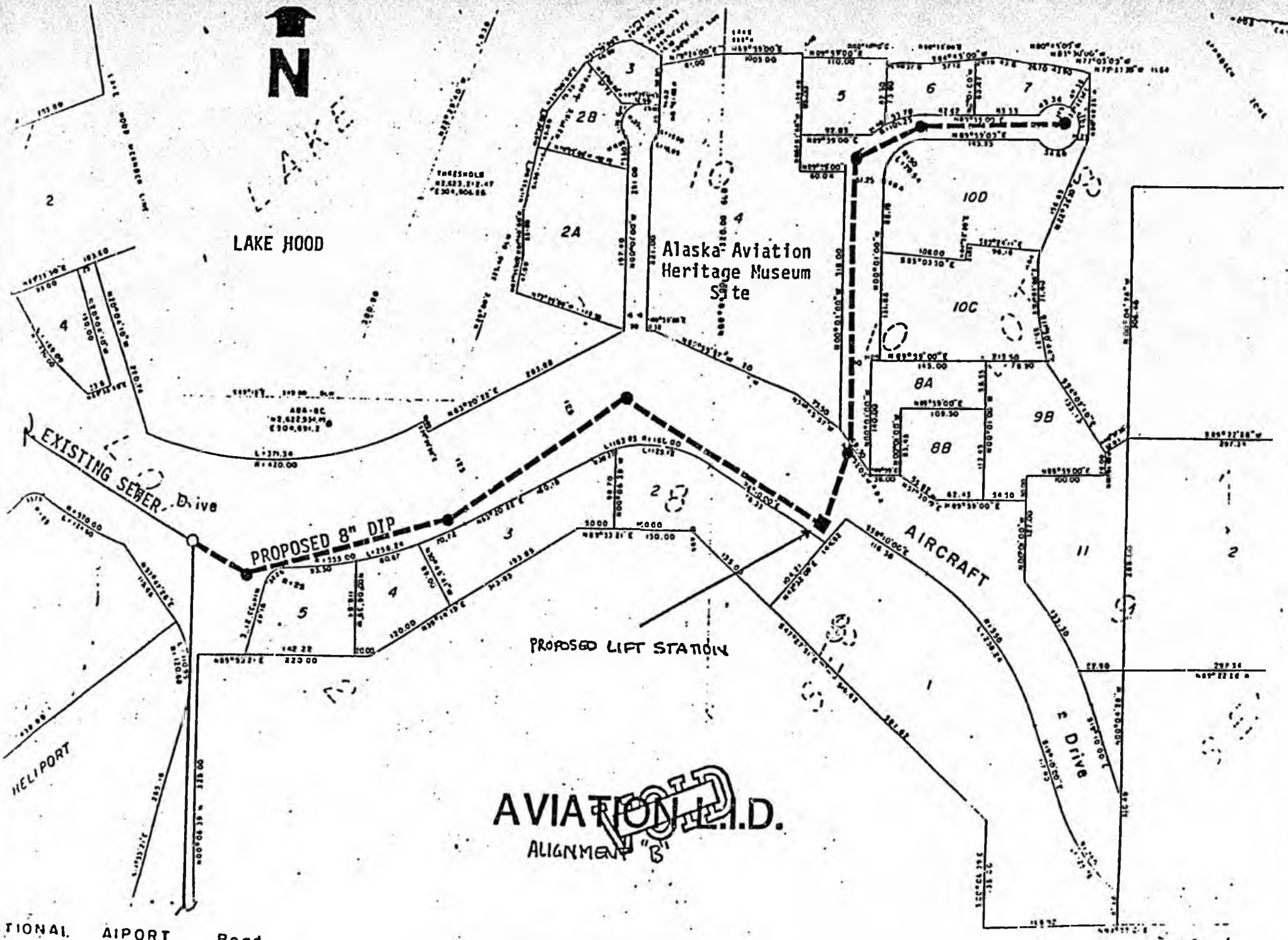
AVIATION HOLDING CO. L.L.C.
ALIGNMENT "B"

HELIPORT

WEST INTERNATIONAL AIRPORT Road

WEST INTERNATIONAL AIRPORT ROAD

Possible Addition to Sewer and Water District



PROJECT COST \$ 154,000.00
 TRUNK RATE \$.0300/SQ.FT.
 LATERAL RATE \$.8327520291/SQ.FT.
 INTEREST RATE 06.2687803
 PUC CALCULATION 004

HOOK-PAGE-LOT	SQ/FT	ASSESSMENT	ANNUAL PAYMENT	# OF Pmts	FINAL PAYMENT	NAME ADDRESS
010-271-01-001 BLK 10 LT 6 AREA E ADA 1071 INTL ARPT	81,895	LATERAL: 68,198.23 TRUNK: 2,456.85 TOTAL: 70,655.08	5,717.79 340.00 6,057.79	30 10	5,717.79 48.05	ECONOMY LEASING CO & DR WILLIAM BEVINS 3657 NORTH POINT CIRCLE
010-271-05-001 BLK 10 LT 2A T13W R ADA 1724 INTL ARPT	25,010	LATERAL: 20,827.13 TRUNK: 750.30 TOTAL: 21,577.43	1,746.16 168.84 1,915.00	20 5	1,746.16 168.84	BRANHAM MICHAEL DBA ADVENTURE UNLIMITED PO BOX 190128
010-271-14-001 BLK 10 LT 3 ADA 1770 INTL ARPT	5,792	LATERAL: 4,823.30 TRUNK: 173.76 TOTAL: 4,997.06	404.39 39.10 443.49	20 5	404.39 39.10	COLLINS AIR SERVICE COLLINS GRENOLD & DOROTHY
010-271-15-001 BLK 10 LT 2B ADA 7237R INTL ARPT	7,696	LATERAL: 6,408.86 TRUNK: 230.88 TOTAL: 6,639.74	537.32 51.96 589.28	20 5	537.32 51.96	BRANHAM D & C DBA HAYES RIVER LODGE BOX 6184
010-271-95-001	11,375	LATERAL: 9,472.55 TRUNK: 341.25 TOTAL: 9,813.80	794.19 76.79 870.98	20 5	794.19 76.79	TAX CODE NOT ON FILE SILVER TIP
010-271-96-001	14,128	LATERAL: 11,765.12 TRUNK: 423.84 TOTAL: 12,188.96	986.40 95.38 1,081.78	20 5	986.40 95.38	TAX CODE NOT ON FILE LOT 5 Block 8
010-271-97-001	9,105	LATERAL: 7,582.21 TRUNK: 273.15 TOTAL: 7,855.36	635.70 61.47 697.17	20 5	635.70 61.47	TAX CODE NOT ON FILE LOT 4 B 8
010-271-98-001	29,928	LATERAL: 24,922.60 TRUNK: 897.84 TOTAL: 25,820.44	2,089.53 202.04 2,291.57	20 5	2,089.53 202.04	TAX CODE NOT ON FILE LOT 3 Block 8
REPORT TOTALS:	184,929	154,000.00 5,547.87 159,547.87	12,911.48 1,035.58 13,947.06	x 2 0 x 5	12,911.48 743.63	
TOTAL ITEMS:	8					

REPORT NUMBER PWA045-A
NOVEMBER 09, 1987

WATER AND WASTEWATER UTILITY
WATER PRELIMINARY ASSESSMENTS FOR WID NUMBER 87378 AVIATION W.I.D.

FBI

PROJECT COST \$ 159,000.00
SQ FTG RATE \$.8597894327/SQ.FT.
INTEREST RATE 10.170400% *8-7%*
PUC CALCULATION 002

BOOK-PAGE-LOT	SQ/FT	ASSESSMENT	ANNUAL PAYMENT	# OF PMTS	FINAL PAYMENT	NAME ADDRESS
010-271-01-001 BLK 10 LT 4 AREA E ADA 1071 INTL ARPT	81,895	70,412.46	7,594.62	20	7,594.62	ECONOMY LEASING CO & DR WILLIAM BEVINS 3657 NORTH POINT CIRCLE
010-271-05-001 BLK 10 LT 2A T13M R ADA 1724 INTL ARPT	25,010	21,503.33	2,319.33	20	2,319.33	BRANHAM MICHAEL DBA ADVENTURE UNLIMITED PO BOX 190128
010-271-14-001 BLK 10 LT 3 ADA 1770 INTL ARPT	5,792	4,979.90	537.13	20	537.13	COLLINS AIR SERVICE COLLINS GRENOLD & DOROTHY
010-271-15-001 BLK 10 LT 2B ADA 2227R INTL ARPT	7,696	6,616.94	713.70	20	713.70	BRANHAM D & C DBA HAYES RIVER LODGE BOX 6184
010-271-95-001	11,375	9,780.10	1,054.87	20	1,054.87	TAX CODE NOT ON FILE SILVER TIP
010-271-96-001	14,128	12,147.11	1,310.18	20	1,310.18	TAX CODE NOT ON FILE LOT 5 BLOCK B
010-271-97-001	9,105	7,828.38	844.36	20	844.36	TAX CODE NOT ON FILE LOT 4 BLOCK B
010-271-98-001	29,928	25,731.78	2,775.40	20	2,775.40	TAX CODE NOT ON FILE LOT 3 BLOCK B
REPORT TOTALS:	184,929	159,000.00	17,149.59		17,149.59	
TOTAL ITEMS:	8					

Museum to preserve heritage

Not quite 10 years after the Wright Brothers made aviation history did James Martin make it into Alaska's aviation history books by being the pilot of the first aircraft flown in the state. Since that day in July, 1913, Alaskan aviators have repeatedly traced their legacy across the skies of the Last Frontier.

The Alaska Aviation Heritage Museum hopes to preserve that history—both through archival and aircraft preservation, and ongoing presentations and aviation projects.

Sponsoring Organization

The Alaskan Historical Aircraft Society was established in 1977 as a non-profit Alaska corporation. Its purpose is to promote, preserve and protect all aspects of Alaska's aviation history. Projects on line include: archival collecting of historical photographs, film, aircraft, memorabilia, oral history; public information; and an active advocacy program with state and federal agencies.

New home at Lake Hood

The museum site on the south shore of Lake Hood is the former location of the now defunct AAI commuter airline company. The 2+ acre site includes two buildings, fourteen tie-down areas, and a concrete seaplane ramp. The buildings, a two story office complex and an all-metal hangar, will be fully utilized to house the museum.

The hangar facility is a two-sectioned, 4,800 square foot structure complete with forced air gas heat, air compressor, and full concrete floor. Three of the museum's most prized aircraft will be housed there. The 1,800 square foot lean-to area will be used for restoring aircraft.

The lower level of the two-story building will be remodeled to include a gift shop, a 100 seat theatre, and 700 square feet of exhibit area featuring aviation memorabilia from 1913 through to the present.

The building's top floor will house a conference room, exhibit construction area, library and archives, general office space and a photographic dark room.

The grounds around the museum

will include parking spaces for 30 vehicles and will feature an observation deck overlooking Lake Hood. The grounds will be enclosed by a fence with 75 foot gates to allow for aircraft access.

Exhibits and Programs

Over 50 hours of archival films and productions will be awaiting visitors on their tour through the museum when completed. The 1929 film, *Icebound in the Siberian Arctic*, featuring the search for Carl Ben Eielson will be coupled with a 1986

film on the USAF's interceptions of Russian aircraft off Alaska's coast entitled *The Eagle and the Bear*.

The evolution of Alaska aviation history will be depicted through a series of static displays—of photos, maps, paraphernalia, newspaper accounts, flight gear—from 1913 to present. Mannequins will be used to display the fashions of aviation throughout its 75-year history in Alaska.

The exhibits will feature three main eras of Alaskan aviation heritage: pioneers, commercial and military

THE "QUEEN OF DAGO LAKE"



airpower/government operations.

The pioneer section will focus on the period from 1913 to the 1930s and will honor the great aviators of Alaska's past: Martin, Eielson, Jones, Grosson, Merrill and others. Besides pilots of yesteryear, the mechanics who miraculously kept the birds flying will also be remembered.

Women aviators will be honored, partly through a cooperative effort of the Alaska 99s.

Commercial aviation was going strong in Alaska in the late Thirties with over 60 air services vying for passengers and freight. The exhibit will begin with the period in 1922 and trace the lineage and mergers of companies that were the forerunners of today's air carriers. The total evolution of aviation will be touched upon as part of the commercial exhibit.

A significant portion of Alaska's aviation history was made by military aircraft. The museum will focus on several around-the-world flights in which Alaska played a major role. The air war over the Aleutians during WWII (captions at the museum will also feature Japanese subtitles) will be vividly presented as will several post-WWII incidents in which Alaska again was a significant player.

Also, the story of the work done by the Civil Air Patrol and the Alaska National Guard will be presented at the museum.

In addition to full scale aircraft, the museum will present a collection of true-to-life models crafted by Alaskan model builders. When completed, over 150 models will be on display in scales ranging from 1/72 to 1/16 scale. The models will be fabricated from a variety of materials and will enable visitors to envision many of the pioneer aircraft which played vital roles in Alaska's aviation history.

Vintage Aircraft

The heart of any museum worth its salt is the actual display of the main subject. In this case, the subjects are a collection of 14 original aircraft from yesterday's skies over Alaska. A number of the aircraft are currently being restored (two are still in the recovery process); several are genuine Alaska heirlooms; and others are from private collections both within and outside of Alaska.

The museum hopes to purchase several of the aircraft and because of the rarity and quantity of the aircraft exhibited, it is expected to be one of the best museums on historical Alaska aviation in the world.

Aircraft Roll Call

STINSON SRJR: Owned by Fred Walatka—flown by "Babe" Alsworth, circa 1944.

TRAVELAIR 6000: Owned by Bill Magnuson—part of Woodley Air Service, eventually evolving into Western Airlines.

FAIRCHILD AMERICAN PILGRIM 100A, #N7097: Owned by Ball Brothers—a sole survivor of its type, it was designated as a historical object by the National Register of Historic Places in 1986—one of four aircraft in Alaska with that designation.

CURTIS ROBIN: Owned by Robert Piatt—used extensively throughout Alaska over a 10-year period, few remain anywhere. Alaska has one.

CONSOLIDATED PBY CATALINA: Owned by the Alaska Historical Aircraft Society—currently at King Salmon, the *Queen of Dago Lake* will soon be airlifted to the museum site where extensive restoration will get underway.

GRUMMAN J2F DUCK: Owned by Ketchum Air Service—the last of the Loening "slipper" seaplanes, it is being restored by the Ketchum's at Lake Hood.

FAIRCHILD 24W: Owned by Planes of Fame Museum—used extensively in Alaska by the CAA and other government agencies, this aircraft is on loan. It was formerly owned by Gil Scheff of Anchorage.

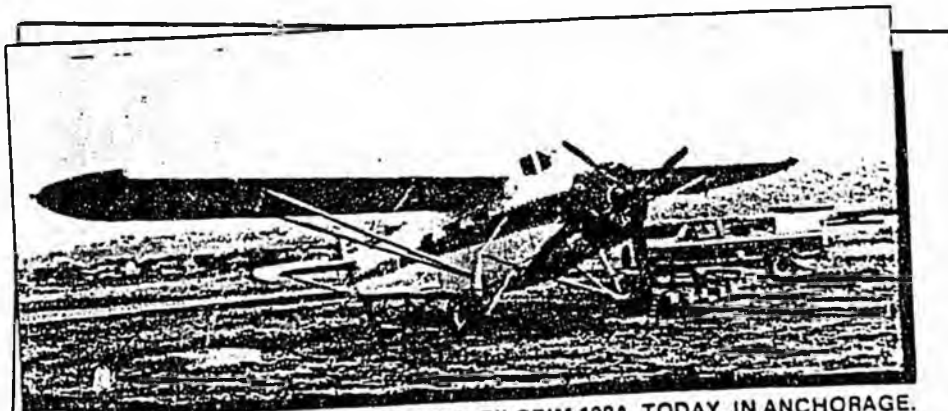
NORTH AMERICAN SNJ/AT-6: Owned by SNJ Inc. of Anchorage—a popular trainer for the military, the Navy version saw action in the Aleutians during WWII.

STINSON AT-19: On loan from Planes of Fame Museum—this famed gull-wing aircraft became popular with bush airlines in postwar Alaska.

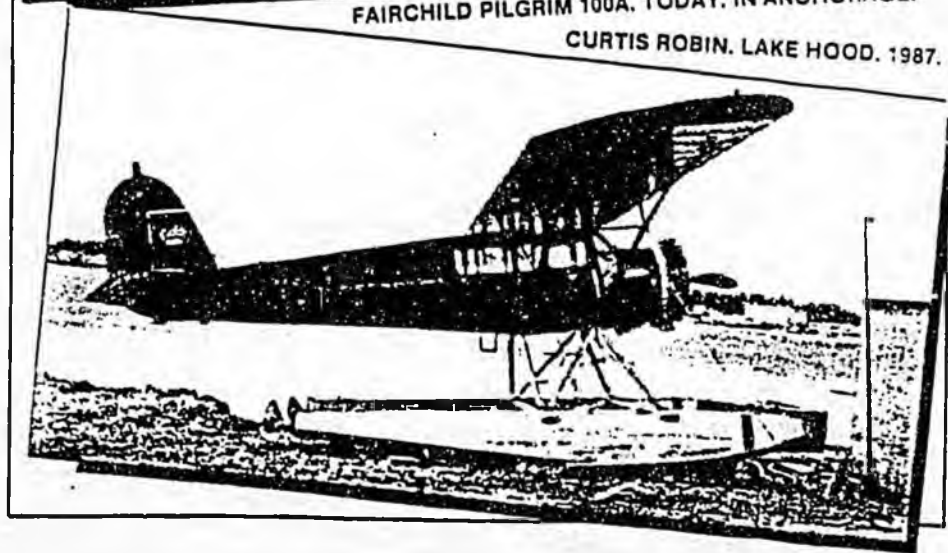
BEECH C-45: On loan from Planes of Fame Museum—early versions introduced to Alaska in 1941 and flown from Elmendorf. After the war, they were used for air rescue missions and are still flying Alaska's skies today.

WACO YKC CABINPLANE NC-14066: Owned by Dennis and James Branham—in service at Dillingham in 1947, and throughout the Southeast.

CONSOLIDATED LB-30 LIBERATOR II M92MK: Owned by the Museum—forerunner of the famed B-24 bomber, this one was brought to Alaska to work on the construction of the DEW Line. It is currently in need of recovery near Galena.



FAIRCHILD PILGRIM 100A. TODAY. IN ANCHORAGE.



CURTIS ROBIN. LAKE HOOD. 1987.

STINSON VOYAGER 108: Owned by Planes of Fame Museum—a favorite post war bush plane in Alaska, it can still be seen flying in Alaska today.

Other Activities at the Museum

Museum facilities will be available for several southcentral aviation groups: CAP Cadet Programs, Alaska Airmen's Association, Alaska Chapter EAA, the 99s, Scale Model Group, Seaplane Pilots Association, National Guard and military groups.

The museum will be initiating and maintaining other programs as well and will be featuring guest speakers, special exhibits and fund raisers. An antique air show is also being proposed as a regular museum event.

Administration

A board of directors has been selected as the museum's governing body: Ted Spencer/President; Don Rodgers/Vice President; Tracy Spencer/Secretary; Grace Buckbee/Treasurer; Jim Ruotsala/Executive Director; Richard Benner/Recovery & Restoration; James Herrick/Restoration & Logistics; Craig Ketchum/Promotional Advisor.

Museum Revenue Projections

The museum is hoping to garner some of the estimated 1 million visitors coming to Anchorage each year. That, coupled with Anchorage's population of a quarter million, is expected to provide at least 100,000 visitors to the museum annually. Admission to the museum will be \$4 per person thereby bringing over \$400,000 in revenue to the site each year.

The museum projects net profits to reach over \$200,000 annually. Those monies will be used to repay loans associated with museum start-up costs. Once the museum has satisfied its debts, profits will be divided equally between exhibit acquisition/restoration and a trust fund. The trust fund is earmarked for the building of a structure to eventually house the museum's entire aircraft collection.

A call for help

In order to make the museum fully operational by April, 1988, there remains much work to be done—and funds to be secured. "We need to raise another \$25,000 to \$30,000 in interim funding," says museum president, Ted Spencer. The museum is also looking for long term, low interest loans to finish the project.

What is really needed, stresses Spencer, are volunteers. "We need clerical,

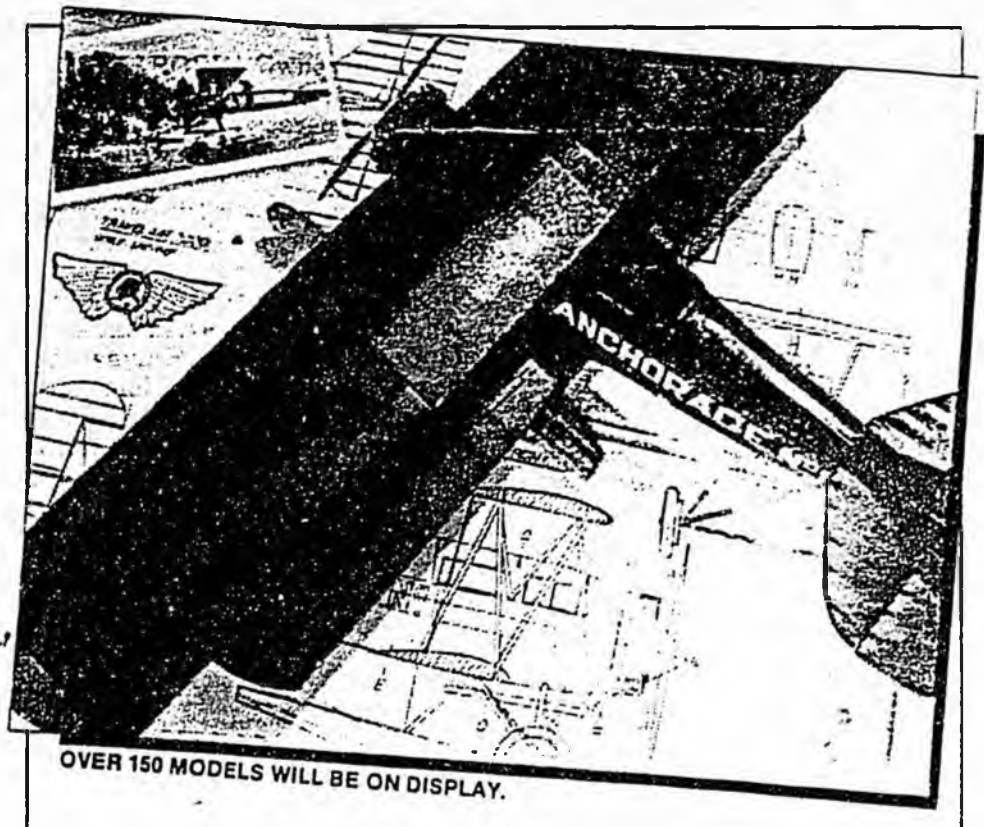
people to help restore aircraft, help cutting the lawn"—everything to get the museum up to snuff, he says. People wishing to volunteer any type of skill or service should contact Ted Spencer or Del Sparks at 248-5325.

Donations of any kind are also needed. Spencer encourages people to become members of the museum for \$25 per year. It's tax deductible, and will eventually include a patch, certificate of membership and a newsletter. You can send donations or

request membership information by writing to the museum in care of: 7317 Michelin Place, #5, Anchorage, AK 99518.

Spencer is anticipating that the museum's theatre will be open this winter. "We still need volunteers," he says.

This article compiled from the "Prospectus for the Alaska Aviation Heritage Museum. Thanks to Ted Spencer for his assistance.



ALL PHOTOS, GRAPHICS COURTESY THE ALASKA AVIATION HERITAGE MUSEUM.

Reprinted from:
Air Alaska, August, 1987.



**ALASKA
AVIATION HERITAGE
MUSEUM**

BOARD OF DIRECTORS

Ted M. Spencer

Dr. Don Rogers

James Herck

Richard Benner

Craig Ketchum

William E. Brooks

Lillie G. Buckbee

January 12, 1988

The Alaska State Legislature
c/o Representative Kay Brown and
Representative John Ellis
Pouch Y, State Capitol
Juneau, Alaska 99811

Dear Ladies and Gentlemen of the Legislature:

The following information relates to the "Draft Tourism/Recreation Development Proposal" dated November 4, 1987.

The role that Alaskan aviation pioneers played in the evolution of world aviation is both legendary and important. Conquering and developing Alaska's vast land mass has been made possible in the 20th century by the courageous efforts and sacrifices of these pioneers. Aviation has had more of an impact on Alaska's people and culture than any other single factor. Aviation has taken Alaska from a remote far-flung wilderness to a strategic air crossroads for the world. Aviation has also made it possible for Alaskans to benefit from and enjoy all the amenities of our modern world in expedient transportation, quality food and supplies, education and health care.

Today, even as small Third World countries and major nations are working to preserve their aviation heritage, Alaska is losing hers. The record of this great saga is in poor condition. The pioneers that made this history are rapidly passing away, leaving but a handful of survivors. Archival materials in the form of photographs, films and written accounts are deteriorating annually, are widely scattered or lost altogether. Alaska has been stripped over the last several decades of the historical aircraft and many now are centerpieces in Outside museums or with private collections.

In short, Alaskans for many generations to come are losing a significant and irreplaceable heritage.

Air Museum Project

In order to reverse this situation, construction of an air museum facility is underway on the south shore of Lake Hood at Anchorage International Airport.

The facility, located on 2.06 acres of land, will include an archival research library, two exhibit galleries that depict the evolution of pioneer, commercial

and military aviation using photographs, models and memorabilia, an "old-time" 75-seat video theater showing 15 films on Alaskan aviation history, a gift shop, a historical aircraft restoration facility and 15 historical aircraft on outside display.

Benefits

1. Cultural. The air museum will accomplish the specific purpose of preserving and presenting Alaskan aviation history in a comprehensive and professional manner.
2. Educational. The museum aircraft, films and exhibits will educate visitors and Alaska residents as to Alaska's rich aviation heritage. The research library will be a depository for documentation and photographs on the history and it will serve as an ongoing source of information for researchers, authors and other interested parties seeking to develop printed information on Alaskan aviation pioneers and events.

The museum will also develop an educational program oriented towards Alaskan school-age children which will supplement public school programs. The museum program will include a "Young Astronauts Program" which grooms young people for participation in the space program. The pioneering efforts of early Alaskan aviators will serve as a backdrop in inspiring Alaska's youth to take up careers in aviation.

3. Economic. The addition of a major tourist attraction in the Anchorage area will encourage visitors to spend more time in the Anchorage area, thus contributing to the local economy. Revenues generated by the museum will be spent in Alaska as well. The museum shall also be employing youth and retired people to staff the facility, providing jobs for two groups that chronically suffer from the lack of employment opportunities.

Itemized Funding Request

The funds requested for use by the Alaska Aviation Heritage Museum will remove the burden of debt and operating expense which will cripple the growth and refinement of the museum for at least the next five years. Should our funding request be granted, the success of the museum is assured and growth can start immediately.

1. Retirement of existing debt	\$ 250,000
2. Aquisition of lease and buildings	650,000
3. Waterline (fire control)	160,000
4. Youth-oriented educational program and exhibit enhancement	<u>200,000</u>
TOTAL REQUESTED	\$1,260,000

Sponsoring Organization

The Alaskan Historical Aircraft Society was established in 1977 as a non-profit Alaska corporation. Its purpose is to promote, preserve and protect all aspects

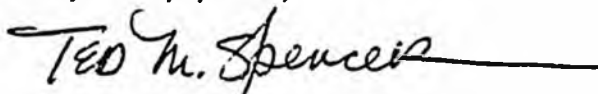
of Alaska's aviation history.

To that end, the AHAS has embarked on a wide range of projects. These projects include the archival collecting of historical photographs, film, aircraft, memorabilia, oral histories and documents; public information and education as to the value of the Alaska aviation heritage; establishment of monuments; documentary film productions and publications on Alaska aviation history; and an active advocacy program with local state and Federal agencies for the preservation of this heritage.

The corporate name was changed to the Alaska Historical Aviation Committee in 1986, and will shortly again be changed to the Alaska Aviation Heritage Museum to reflect our latest efforts to preserve and present Alaska's aviation history to the public.

The AHAS received its 501(C3) tax-exempt status from the Internal Revenue Service on September 10, 1979.

Very truly yours,

A handwritten signature in cursive script that reads "TED M. SPENCER". The signature is written in dark ink and is positioned above the typed name.

Ted M. Spencer

TMS:jah

Anchorage
Convention & Visitors
Bureau

Our Community's Way
of Attracting and
Serving Visitors

201 East Third Avenue
Anchorage, Alaska 99501
(907) 276-4111
Telex 357743

February 19, 1988

To Whom It May Concern:

The Anchorage Convention & Visitors Bureau is assigned the mission of attracting visitors to our community. Our product includes the business community, public facilities, local attractions and recreation in Southcentral Alaska.

We wholeheartedly support the concept and development of the Alaska Aviation Heritage Museum and rank the project one of the top priorities on the product development list. Aircraft have and continue to play a most important role in Alaska's growth and development; more so than any other state. The history of aviation in Alaska is well known and unique and we strongly believe that a museum depicting this development and history will both attract and retain visitors to our market.

We urge all of those who have interest in visitor growth and the economic benefits associated with visitors to support the Alaska Aviation Heritage Museum's development and operation.

Sincerely,



Bill Elander
President



Section 24

Project: Klukwan Bald Eagle Observatory and Cultural Center

Location: Klukwan

Amount: \$1,500,000

Description: See attached project description.

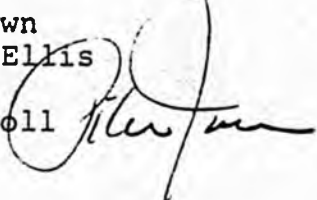
REPRESENTATIVE
PETER GOLL



P O BOX 1
JUNEAU ALASKA 99801
(907) 465-4925

STATE OF ALASKA
HOUSE OF REPRESENTATIVES

TO: Representative Kay Brown
Representative Johnny Ellis

FROM: Representative Peter Goll 

DATE: February 2, 1988

SUBJECT: Tourism/Recreation Development Proposal

Regarding the draft legislation, titled, "An Act making appropriations for tourism and recreation related capital projects, grants, and expenses of state government; and providing for an effective date", I am recommending the following changes to Section 20, page 3:

The sum of \$1,500,000 is appropriated from the general fund to the Department of Education for final engineering and construction plans, working drawings, site preparation, environmental assessment, and facility and exhibit construction of the Klukwan Bald Eagle Observatory and Cultural Heritage Center at Klukwan.

The information requested under the evaluation criteria format is attached for your review.

If you have any questions or comments, please contact me.

DRAFT TOURISM/RECREATION DEVELOPMENT PROPOSAL

Project Title: Klukwan Bald Eagle
Observatory/Cultural
Heritage Center

Location: Klukwan

Agency: Department of Education
State Museums

Comment: Cooperative development, between
the Department of Education (Alaska
State Museum) and the Chilkat Indian
Village at Klukwan, of the Klukwan
Bald Eagle Observatory/Cultural
Heritage Center.

Phase II (\$500,000) includes the
final engineering and construction
plans, working drawings, and site
preparation.

Phase III (\$1,000,000) includes
facility and exhibit construction,
operational staff training, and
beginning of operations.

Requested Amt.: \$1,500,000.

The purpose of this project is to develop a diversified and stable economic base in the Klukwan Community which would provide long term employment, income, economic opportunity, individual selfworth and dignity, while maintaining the culture and heritage of the Chilkat Tlingits of Klukwan.

Since 1971, the IRA Council of the Chilkat Indian Village at Klukwan has been pursuing the development of a Bald Eagle Observatory/Cultural Heritage Center, which would provide a facility for the display protection and preservation of Chilkat Tlingit artifacts, in addition to offering to the visitor industry a center for the viewing of bald eagles nesting and feeding grounds.

The Chilkat Indian Village at Klukwan has gained national and international recognition because of two factors:

- (1) Klukwan traditional art and artifacts are renowned world wide and have been in demand by museums and collectors for generations.

- (2) The village's prominent location in the newly established Chilkat Bald Eagle Preserve, which in the fall and winter host the largest concentration of American Bald Eagles in the world.

The project has been encouraged and assisted by Representative Peter Goll, the Klukwan Heritage Foundation, the Alaska State Museum, the Alaska Division of Parks, the Alaska Department of Community and Regional Affairs, the Alaska Division of Tourism, the National Audubon Society and a number of private tourism enterprises.

The Chilkat Bald Eagle Preserve as an Alaska visitors' destination, currently ranks 30th of 47 state wide visitor attractions. Within Southeast Alaska region, the Chilkat Bald Eagle Preserve ranks 8th in the summer, and 6th in the fall, winter and spring of all attractions. Five year projections on visitor volume and expenditures establish that the center is economically feasible and can be self-supporting.

This project, in addition to being labor intensive during development and construction, will provide long term employment, tourism income, secondary economic opportunities and small business development. The economic impacts of this facility will benefit the 2,300 people in the Klukwan-Haines area through longer visitor stays, more visitor spending, direct employment, and indirect (multiplier) local employment and expenditures by existing and newly created business. The facility will stimulate more international, national and state visitation to the Klukwan-Haines area, positively impacting visitor volume in Southeast Alaska.

The project is being developed in three phases and is scheduled to be completed in 1990. The timing and cost estimates of the three phases are as follows:

- Phase I: (begun in 1985-to be completed by 4/88)
- * Development of an OEDP (completed)
 - * Comprehensive Market Demand Study (completed)
 - * Environmental Analysis (completed)
 - * Permit from Army Corps of Engineers (obtained)
 - * Site Analysis (on going)
 - * Economic Feasibility Study including Capital Budget, Capital Equipment lists and Construction Costs estimates (on going)

- * Preliminary Architectural and Engineering plans (completed)
- * Marketing Plan & Budget (completed)

Total Cost - \$135,000 (actual)

Funded By - Administration for Native Americans
Klukwan Heritage Foundation
Alaska State CIP Funds

- Phase II: (beginning 5/88 - to be completed in 1989)
- * Final Architectural and Engineering drawings and working plans
 - * Site Preparation - clearing & fill
 - * Research and Develop appropriate inventory for Centers Cultural displays & programs
 - * Research and Develop Bald Eagle Exhibits and Programs
 - * Implementation of Business Plan
 - * Training of Center Staff

Total Cost - \$648,000 (estimated)

Funded By - (\$150,000)
Administration for Native Americans
Klukwan Heritage Foundation
Alaska State CIP Funds

- Phase III: (beginning 1989-to be completed in 1990)
- * Construction of Facility
 - * Exhibits Construction
 - * Implementation of Marketing Plan
 - * Development of Management Team
 - * Beginning of Operations

Total Cost - \$2,500.00 (estimated)

Funded By - (\$100,000)
Administration for Native Americans
Klukwan Heritage Foundation

The costs of Phase II and III were estimated in 1985 and projected in FY88 dollars. More accurate costs will be available with completion of the Economic Feasibility Study in March of 1988.

Proposals are currently being developed for additional funding, potential sources are:

Community Development Block Grant (HUD)
Private Foundations
National Endowment For The Arts

Appropriation from the State of Alaska for this project will contribute to the protection of the 3500 bald eagles, by reducing the disturbance caused by vehicular traffic and visitors to the feeding birds. It will also provide physical protection to the valued cultural and artistic treasures of the Chilkat people, while making these treasures visually accessible to the visiting public.

Section 25

Project: State Maritime Museum/Feasibility Study

Location: Ketchikan

Amount: \$50,000

Description: See attached material.

JOHN SUND, REPRESENTATIVE

2504 2nd Avenue
Ketchikan, Alaska 99901
(907) 225-5552

While in Juneau
P. O. Box V
Juneau, Alaska 99811
(907) 465-4919

MEMORANDUM

TO: Rep. Brown

FROM: Rep. Sund

DATE: February 9, 1988

RE: Maritime Museum Feasibility Study
.....

The McKay Marine Ways building captures the essence of our community, and its preservation as a maritime museum will enrich the life of current and future residents by helping keep the past alive.

An appropriation of \$50,000 to study the feasibility of restoring this building into a maritime museum is a good tourism investment. A museum would enhance Ketchikan as a visitor destination, as no one building in the community embodies the character of Ketchikan more than McKay Marine Ways.



OUTDOOR ALASKA

POST OFFICE BOX 7214
KETCHIKAN, ALASKA 99901
907-225-6044 • 247-3444

1-29-88

Representative John Sund
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, Alaska 99811

Dear Representative Sund:

As you have doubtless heard, McKay Marine Ways will likely be destroyed, and the property developed unless an effort is mounted to save the structure.

Loss of this building would indeed be tragic. I speak both as a long time commercial fisherman and now as a tour operator. This building very much captures the essence of our community, and its preservation as an historic building and/or a museum will enrichen the life of current and future residents by helping keep the past alive. From a practical perspective however, the building will much enhance Ketchikan as a visitor destination. Having operated guided tours of Ketchikan for the last 7 years, I have been distressed by the fact that Ketchikan is loosing its character. No one building in Ketchikan embodies the character of Ketchikan more than McKay Marine Ways. As you know I do boat tours of the waterfront. There is no site or structure on the waterfront that is more photographed than the Marine Ways.

If funding for the purchase, restoration and initial operation as a museum were at all possible either as an addition to existing legislation or through targeted legislation, I'm sure your community would be appreciative of the effort.

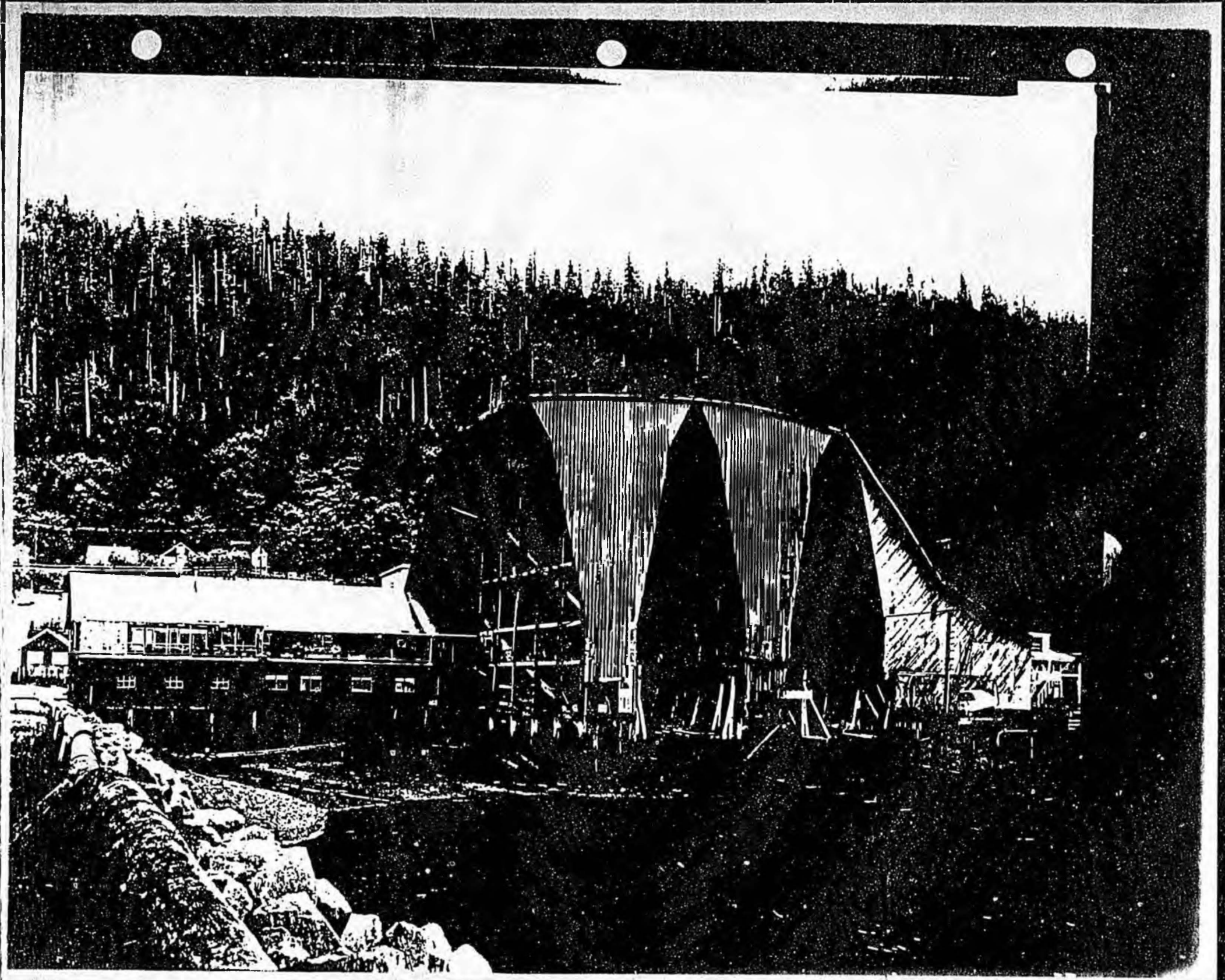
Sincerely,

Dale Pihlman

cc Reprs Kay Brown
Lloyd Jones
Robin Taylor
Johnny Ellis



MISTY FJORDS, HARBOR, AND METLAKATLA TOURS • CUSTOM CHARTERS



Shipyards building unique artifact

By JUNE ALLEN
Daily News Staff Writer

McKay Marine Ways, probably the most photographed landmark in Ketchikan, faces a 20th Century question: should the historic shipyard be restored to be used possibly as a marine museum and visitor attraction, or should the venerable but slowly decaying structure be torn down to make way for development in a district of high property values?

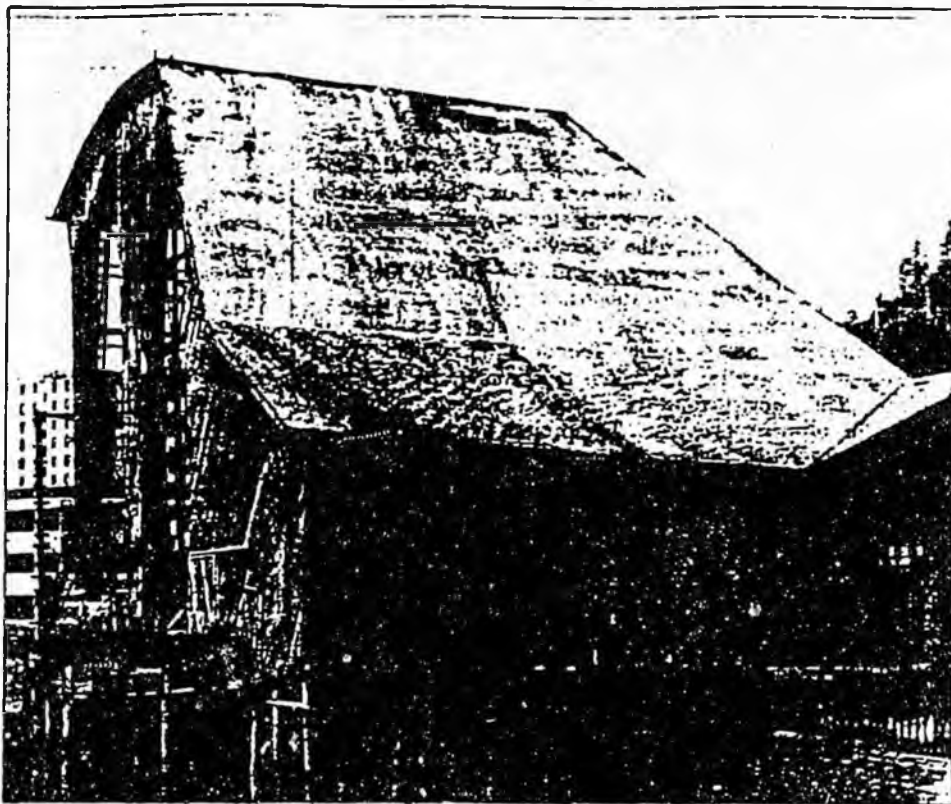
Scottman Lem McKay built the ship yard in 1926 during the heyday of the canned salmon industry which was destined to begin its decline shortly after. McKay's was said to be the only covered shipyard in Alaska, possibly on the West Coast, able to handle tall-masted ships.

He sold the shipyard to Ed Winston who operated the facility for many years. At Winston's death the property came to his son Wally Winston whose interests lay in other directions. Winston sold McKay's to the late Harry Ludwigsen.

Ludwigsen was a shipbuilder; son of a master shipbuilder born in Germany, transplanted to Southeastern Alaska. For many years Harry Ludwigsen built fishing vessels, primarily wooden trollers, at a booyard on floats on Water Street. Then the market and demand for wooden vessels declined and Ludwigsen bought McKay's. At his death the shipyard passed to his children.

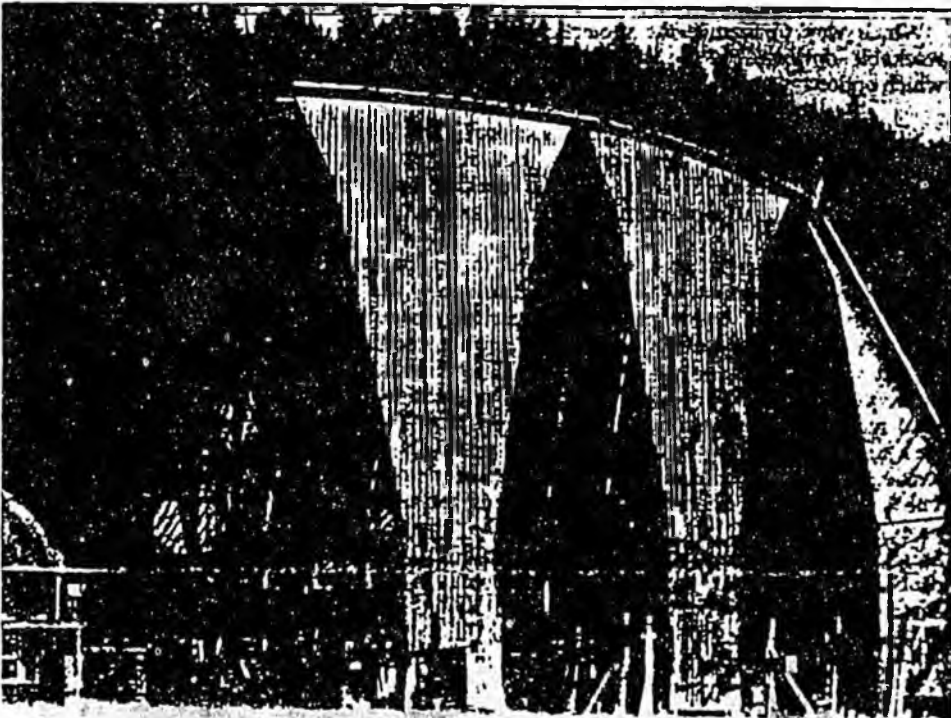
Son Don Ludwigsen now faces the challenge of saving the historic structure. In his lifetime Harry Ludwigsen wouldn't sell McKay's without a promise that it would remain a shipyard. His widow Esther respected that sentiment and wouldn't sell without the same promise.

Now Ludwigsen faces foreclosure on the yard and hopes to enlist enough community support to save the ship yard from sale and probable demolition. He has engaged the interest of



Two aspects of McKay Marine Ways.

Photos by Doug Charles



road system with large numbers of current visitors, and potential to attract more visitors. During my recent trip to Anchorage, I was able to visit the Crooked Creek Hatchery and the Elmendorf Hatchery. I will discuss each individually.

Crooked Creek Hatchery

This site, located approximately 12 miles south of Soldotna, receives approximately 50,000 visitors per year. This facility currently has no road signage, visitor parking, restroom facilities, or interpretive displays to speak of, yet still receives this large number of visitors each year, primarily between June and August. Visitors are both resident and nonresident, as many residents bring visiting friends and relatives to see the hatchery. This represents several hundred visitors each day.

The current situation at the hatchery, with this high visitation and no visitor facilities, raises several issues which the state should address. It is understandable that the state sees an opportunity here to generate revenue from the hatchery visitor. In order to charge for a visit, though, the facility should offer the visitor something - whether it is a self-guided tour with interpretive displays, or a tour guided by a knowledgeable individual. In addition, several improvements should be considered for both safety and ease of visitor flow. Among these improvements are a parking lot, restroom facilities and visitor paths.

During our visit, the manager of the Crooked Creek site indicated that several years ago a consultant was hired from Washington State to look at several hatchery sites and make recommendations for development of visitor facilities. The recommendations for Crooked Creek included drawings of a parking lot, pedestrian bridge, visitor information center and interpretive displays. These drawings and recommendations should be located and studied to see if they can be used today. In addition, costs associated with developing such facilities may be included to give an idea of investment capital necessary to pursue this direction. At a minimum, this facility needs a parking lot and restroom facilities, just to handle the current visitor volume.

Then there is the issue of generating revenue. Unless there is a controlled situation, where there is one entrance with an attendant to collect the fees, visitor donations must be relied upon. This could be as simple as a donation box with adequate signage requesting donations and explaining their use (i.e. donations help maintain the facility, etc.). The donation box must be in a secure place, so as not to encourage vandalism and theft. The recommended amount of donations or fees needs to be discussed as well.

The Crooked Creek Hatchery site has tremendous potential as a visitor facility, but it is in desperate need of visitor facilities. It has the potential to accommodate more people than are currently visiting the site, with some minimum site improvements. It is up to the Department of Fish and Game as to whether the capital investment is worth the revenue generated.

Elmendorf Hatchery

This hatchery, located five minutes from downtown Anchorage, also has tremendous potential for visitor use. The site has no road signage, no interpretive displays, or restroom facilities. It does have a parking lot, however. The large viewing area for the waterfalls to observe the fish jumping is ideal for large groups of visitors. However, for safety, the area needs additional railing and handicapped accessible paths, as well as interpretive displays and perhaps a self-guided tour.

As with the Crooked Creek Hatchery, this site receives thousands of visitors (approximately 30,000), with no marketing efforts. Given its proximity to downtown Anchorage, this site's potential for visitor use is tremendous. Recommendations for visitor facility development were also made by the Washington State consultant regarding this site. These should be located and studied as well.

This site could immediately install a donation box in a secure area to begin to generate program receipts while it is undergoing further development.

Issues

During my site visitations and discussions with the staff, several issues came to mind with regard to the development of state operated fish hatcheries as a visitor attraction. The development of this resource into a visitor attraction has many positive benefits including providing additional visitor attractions, generation of program receipts and providing a means to educate the public (both resident and non-resident) about the state's valuable fisheries resource. Several concerns come to mind, however, which need to be addressed. These are as follows:

1. **Fee collection** - Until the fish hatchery facilities have a controlled situation, collection of a fee from individuals is very difficult. An interim measure is a donation box, located in a safe, secure area. To collect a fee, the facility should offer something to the visitor, such as a self-guided tour and interpretive displays at a minimum. In addition, basic visitor amenities should be provided (f.e. restrooms).

Who do you charge for fees? Visitors only? Visitors and residents? It is my understanding that many residents visit the fish hatcheries regularly. Do you charge them for each visit? Do you risk damaging relationships with local residents who may consider, as taxpayers, that they already support the hatchery? Other state agencies have faced a similar situation - that is, the need to generate revenues and have instituted fees (i.e. Alaska State Museum in Juneau). Lessons can be learned from these agencies by contacting them and discussing the challenges and issues they faced when initiating fees.

How much do you charge? What is the value of the experience? Do you charge adults one fee, children another, senior citizens another?

Requiring fees from tour operators who may feature a fish hatchery on an itinerary is a sensitive issue. While tour operators may understand the need for a fee to be charged, that fee gets passed along to the consumer and eventually increases the cost of the tour. As tour operators get charged more and more fees by state and federal agencies, the cost of tours increases and lends to the image that Alaska is a high-priced destination. In the long run this is not constructive for anyone in the industry. However, tour operators should be kept informed of the possibility that fees for fish hatchery visitation may be implemented. These operators should be encouraged to include the hatchery on itineraries and at the same time a negotiated agreement with regard to fees could be worked out. Ketchikan is a good example of a fee structure that meets everyone's satisfaction. In addition, the planning cycle for tour operators should be acknowledged when discussing fees. Most large operators are finalizing their summer 1989 tariffs (retail tour rates) by February and March of 1988. If operators are not informed until May 1989 that a fee for hatchery visitation for summer 1989 is to be charged, they will not only be upset, but also may drop the hatchery from the itinerary. This doesn't serve anyone's purpose.

2. Capital Investment Needed - It is clear that the two facilities visited need some capital improvements to serve current visitors as well as encourage increased visitation. In addition, due to the large number of visitors at Crooked Creek, without improvements or limitations on visitation, the state may be faced with a liability problem. Improvements can be made in stages, with the initial investment kept to a minimum and

January 7, 1988

subsequent improvements made out of revenue generated. Whether money is available for improvements prior to revenue generation is a question which I can't answer. However, I would encourage creative solutions to this situation, (i.e. local service clubs providing assistance with project development, etc.).

3. Staffing - The current staff at the fish hatchery sites have become very involved in dealing with the visitor. Some enjoy it, some don't. Spending time with visitors may decrease the time the staff should spend on their primary function. The self-guided tour is one solution to this situation. Another is to utilize university students as guides - either tourism students or fisheries students. Train them and pay them out of program receipts. This could not only provide a positive visitor experience, but also valuable job training and experience for Alaska's future tourism and fisheries professionals.

Next Steps

Since most fish hatchery sites were not built with generating visitor traffic in mind, each site poses unique challenges. The following next steps are recommendations to the FRED Division for proceeding with these challenges.

1. Address issues - I've pointed out a few issues which need to be addressed in the context of each site. In addition, you may have identified additional areas of concern.
2. Previous Plan - It is important to find the previous consultants' visitor development plans for the facilities analyzed at that time. These plans may provide many answers to questions regarding improvements and costs.
3. Other States - There are several other states who have built fish hatcheries and incorporated visitor flow into their facilities (Oregon and Washington in particular). A review of their work would be worthwhile.

From these steps, you can formulate plans unique to each site which can be implemented soon. Focus must be kept on the main objective, which is to generate revenue through program receipts. Program receipts can't be generated without some site improvements. Once site improvements are made and a little marketing is done, program receipts should increase, therefore accomplishing the main objective.

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Section 27

Project: Tok Gold Dredge

Location: Tok

Amount: \$688,000

Description: See attached material.

PROJECT: PRESERVATION OF THE HISTORIC "FORTY MILE DREDGE"

PROJECT STAGES: DISASSEMBLY OF THE DREDGE IN CHICKEN
TRANSPORTATION TO TOK
ASSEMBLY IN TOK
WAYSIDE LANDSCAPING
RESTORATION AND DREDGE DISPLAY

PROJECT NARRATIVE:

As most Alaskans know, the era of gold dredging in Alaska has all but vanished. With the onset of environmental controls, these awesome pieces of equipment used to move millions of yards of gold rich gravel, are scattered about remote areas of Alaska rusting into oblivion.

As these leviathans deteriorate, our opportunity to provide tourists with a fascinating aspect of Alaskan history disappears with them. Not only do Alaskan dredges have historical significance, they also have by virtue of their immense proportions, tremendous appeal to the eyes and cameras of tourists.

Our Division of Tourism has done an admirable job of creating an Alaska showcase image in the minds of potential visitors. As many of those visitors arrive over our highway system at the Alcan border, their first major stop is in Tok. In the last few years, over 12,000 guests per month sign the register in the visitor center located there. Consequently, the potential for stimulating these guests through first impressions is maximized at the junction of the only highway routes to Anchorage and Fairbanks.

Not far from Tok in the historic "Forty Mile" mining district, a fully assembled gold dredge is available for purchase at an extremely attractive price. Under the terms of this project, local labor would be used to disassemble the dredge, transport it, and reassemble it at the Tok visitors center. In conjunction, a small display of other mining equipment and artifacts would be efficiently displayed on and about the dredge. To further build interest in the mining display, the project will call for the placement of some of the huge buckets from the dredge at each road side pull-off area between the Canadian border and Tok. On each bucket a small plaque describing historical facts on the "Forty Mile" will be attached. Each message would end by encouraging visitors to; "See the massive machine which moved this bucket through the golden gravel of the Forty Mile".

The potential for permanent placement of a unique historical artifact while creating temporary local jobs in doing so, combine to make this the right project at the right time. Alaska's future as well as it's history should capitalize on it's "Golden" history.

PROJECT COSTS:

1. PURCHASE OF THE DREDGE	\$ 75,000.00
2. DISASSEMBLY	\$ 120,000.00
3. TRANSPORTATION	\$ 135,000.00
4. REASSEMBLY	\$ 120,000.00
5. SITE DISPLAY	\$ 30,000.00
6. WAYSIDE DISPLAYS	\$ 24,000.00
7. RESTORATION AND LANDSCAPING	\$ 184,000.00

\$ 688,000.00

JOBS CREATED:

PURCHASE	N/A	
DISASSEMBLY	4 LOCAL PERSONS	
TRANSPORTATION	6 LOCAL PERSONS	
REASSEMBLY	4 LOCAL PERSONS	
SITE DISPLAYS	2 LOCAL PERSONS	
WAYSIDES	2 LOCAL PERSONS	
REST. & LAND.	2 LOCAL PERSONS	TOTAL 20 PERSONS

ECONOMIC BENEFITS:

LOCAL ECONOMY (WAGES, EQUIP. ETC.)	<u>SHORT TERM</u>	\$ 544,000.00
LONG TERM STATE		INCALCULABLE
LONG TERM COMMUNITY		INCALCULABLE
OTHER (NON LOCAL)	<u>SHORT TERM</u>	\$ 64,000.00

TOURISM BENEFITS

The true benefits of this project are more of a long term nature and a part of a building block approach for our "Alaskan Showcase" image. It is no secret that tourists are disappointed in Alaska before they begin because we have a lack of interesting things to see along many miles of our highway routes.

The net effect of having visitors with positive, inquisitive attitudes, is perhaps impossible to measure, however if one reflects on trips made to other states or areas it is the combination of a lot of small but interesting items that make a visit memorable.

Tok considers itself the Gateway to Alaska, and from the Interior prospective that is true. As part of our ongoing tourism effort, we need to consider the importance of positive first impressions. That is what the long term benefit of this project is all about.

OPERATING COSTS: NONE

ONCE THE DREDGE IS IN PLACE AND RESTORED AS PROVIDED IN THE PROJECT COSTS, THERE WILL BE NO OPERATING COSTS.

INFORMATION AND HISTORICAL FACTS ABOUT THE DREDGE WILL BE PROVIDED VIA INFORMATIONAL STATIONS AROUND THE SITE. IN ADDITION A VIDEO CAN BE PRODUCED OF A WORKING DREDGE AND SHOWN IN THE VISITOR CENTER VIEWING ROOM.

FUTURE UP-KEEP SUCH AS PAINTING AND CLEANING, WILL BE HANDLED BY THE RESIDENTS, AND BUSINESSES OF TOK THROUGH THE TOK UMBRELLA CORPORATION.

The sum of \$688,000 is appropriated from the general fund to the Tok Umbrella Corporation as an unincorporated community grant, through the Department of Community & Regional Affairs, for preservation of the historic "Forty Mile Dredge".

January 29, 1988

Rep. Dick Shultz
Pouch V
Juneau, Alaska 99811

Dick
Dear ~~Representative Shultz~~:

As you know we are hard at work planning the 1992, 50th Anniversary celebration of the Alcan Highway. We are encouraged that you are making progress in the effort to acquire the gold dredge available in Chicken. As you know it will be a major part of the Tok contribution to the celebration.

In reviewing the logistics and scope of this project we can assure you that the manpower and equipment to successfully complete it are here and ready to go. Dick, you know the state of our economy. There are more people out of work and more idle pieces of equipment in our community than any one can remember. On top of that, the usual volume of summer work just isn't materializing.

In closing let us again emphasize that we need this project. The state will benefit from it as well as our community, and it will help many of our local people through the slump we are now experiencing.

We appreciate the attention the Legislature has given to the proposal, and stand ready to answer any questions they may have about the details.

Sincerely,
Gary Kranenburg
Gary Kranenburg
Project Director / Tok Chamber of Commerce

Tok Community Umbrella Corporation

P. O. Box 547, Tok, Alaska 99780

January 29, 1988

Representative Richard Shultz
P.O. Box V (Mail Stop 3100)
Juneau, Ak. 99811

Dear Representative Shultz;

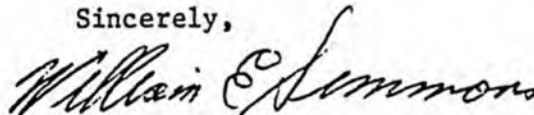
It has been brought to the attention of our Board of Directors that there is a good possibility that funds may be available in the form of a grant thru the Legislature to purchase, disassemble, move from Chicken to Tok, reassemble and finally restore the Chicken Creek Gold dredge. At a Board of Directors meeting held January 28, 1988 a motion was made and unanimously approved to accept the administration of this Legislative grant should the funds be made available by our Legislature and Governor Cowper.

As you are aware the Tok Community Umbrella Corp. has now been in existence for approximately five years and has been very efficient in the administration of the grants to the Tok area. We feel very strongly that our purpose is to work for the betterment of our community and if this historical Chicken Creek dredge were moved to Tok, not only would this project provide numerous jobs for local people, it could very well become one of the greatest tourist attractions in Interior Alaska.

If this historical gold dredge could be renovated and located in Tok along the Alaska Highway, where every land traveling tourist must pass by, we feel that this will most certainly benefit all the tourist related businesses in our area and may even encourage travelers to specifically come to Tok to see this outstanding historical example of Alaska's mining past.

Once again, we, as a non-profit corporation, would be happy to accomplish this project for the betterment of the Tok community. Thank you for all your help in this endeavor.

Sincerely,



William Simmons, President

January 29, 1988

Representative Kay Brown
P.O. Box "V"
Juneau, Alaska 99811

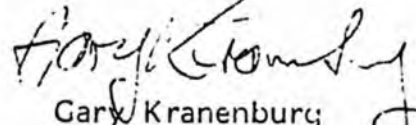
Dear Representative Brown,

I wish to personally thank you for the efforts and attention you have put into the "Historic Dredge Project". When Dick informed me that the support for this important undertaking was needed immediately, I confess I was caught short. The only reason I can offer is that we in Tok had geared our timing for a push later in the session. With the move on to get our people back to work through the jobs bill, all that of course changed in a hurry.

In closing, let me offer any further assistance you may need as you consider the merits of this project.

I look forward to helping in any way I can.

Respectfully,


Gary Kranenburg
(Tok Chamber of Commerce
Box 321
Tok, AK. 99780)

file clipping/bill file

Plan to move gold dredge draws objection

News-Miner Bureau

JUNEAU—A non-profit organization in Tok wants \$688,000 from the state to move an old gold dredge from Chicken to Tok, but the owners of a restored Fairbanks dredge say it would amount to unfair competition with a privately funded tourist attraction.

Ramona Reeves and her husband, John, own Gold Dredge No. 8 restaurant in Fox. She objected to the proposed dredge moving plan Tuesday night on a teleconference call with Fairbanks legislators.

The \$688,000 is in a bill introduced by Anchorage Democratic Reps. Kay Brown and Johnny Ellis.

The dredge would be renovated

and used as a tourist attraction in Tok, a community about 200 miles southeast of Fairbanks.

Reeves said the state is putting itself in direct competition with her business, which gives tours of the dredge in Fox. She said she wouldn't object to the state giving a loan to a business to move the dredge to Tok.

Reps. Mark Boyer and Mike Davis, both D-Fairbanks and co-sponsors of the bill, said they opposed that particular section.

Boyer said that if tourists driving up from the Lower 48 could see an historic gold dredge in Tok, they would have less incentive to travel to Fairbanks.

The bill was also co-sponsored by Rep. Dick Shultz, R-Tok. He was in a meeting this morning.

The bill, HB423, would also bring almost \$1 million in park and recreation area projects to the Fairbanks region.

Money would be provided for rest rooms, trails, parking lots, camp sites, cabins and information boards in the Chena River Recreation Area and at Birch Lake.

Money is also allocated for historic building preservation around Fairbanks and for restoration of the Riverboat Nenana.

Another \$225,000 would reopen the Twin Bears Youth Conservation Corps camp on Chena Hot

Springs Road. Young Alaskans would brush trails, pick up trash, repair facilities and assist with maintenance of parks.

The entire bill would cost \$10 million.

Other Fairbanks projects include: Chena Hot Springs winter trail work, \$50,000; Chena River Recreation Area trailhead improvements and cabins, \$210,000; Birch Lake campground, toilets and road access, \$250,000; Campsites for Chena River campground on University Avenue, \$50,000; Twin Bears YCC camp, \$225,000; Historic preservation statewide, \$100,000; Riverboat Nenana restoration, \$100,000.

GOLD DREDGE NUMBER 8

NATIONAL HISTORIC DISTRICT

P.O. Box 81941
Fairbanks, Alaska 99708
457-6058

February 22, 1988

Rep. Kay Brown,
House of Representatives Finance Committee
P.O. Box V
Juneau, AK 99811

Dear Representative Brown:

I would like to address the topic of HB423, Section 27. Both my husband and I would like this section removed from HB423, and here are the reasons why.

We feel that by allowing state grant money to be used for the purchase of the dredge in Chicken for relocation to Tok, renovation and preservation for public viewing, and eventual walk-through tours is placing the state in direct competition with our business.

As a privately-owned National Historic District, we must charge an admission price for these opportunities. We employ four tour guides, and a tour manager, in addition to ourselves, during the season. This summer we will be adding the position of goldpanner. When people are given the choice to do this for free or to pay a fee, the choice is simple.

Gold mining is the history of the Interior. Many people are very interested in this historical era and drive on to Fairbanks in an attempt to relive the excitement and allure that gold evokes. However, once they see a dredge in Tok, it's like offering them dessert first, ruining their appetites, and essentially making the decision for them to drive South, bypassing the Interior since their appetite has been quelled.

Mining is the history of the Interior, not of Tok. Working directly with the travelling public for the past five years, we know the effects of having another dredge nearby. Comments are frequently made by people who have travelled from Dawson, where a dredge is available for public viewing, to our place where they see an admission price. The phrase is basically "once you've seen one dredge you've seen them all" and then they turn around and leave. This is a dredge that is 393 miles away. Tok is 205 miles from Fairbanks, and the entire motoring public must drive through this community. A substantial part of our business would be lost.

Lastly, for our renovation work out here, we were granted a State of Alaska historical loan. This is a loan that will more than double the investment the state made in us. If Section 27 of HB423 is not eliminated, you will be jeopardizing an investment already made in us. As a member of the House Finance Committee, you can see that this makes absolutely no sense, or dollars for the State.

Thank you for your time and consideration in this matter. Please contact me if you have any further questions.

Sincerely,

Ramona Reeves

Ramona Reeves, Co-Owner, Gold Dredge #8

Section 28

Project: Yuktarvik Museum/Yup'ik Cultural Center

Location: Bethel

Amount: \$545,000

Description: See attached material.

STATE OF ALASKA



LYMAN F. HOFFMAN
REPRESENTATIVE

P.O. BOX 763
BETHEL, ALASKA 99559
(907) 465-4530, 465-4433

HOUSE OF REPRESENTATIVES

DISTRICT 25

AKIACHAK
AKJAK
ATMALTU'AK
BETHEL
CHEFORNAK
EEK
GOODNEWS BAY
KASIGLUK
KIPNUK
KONGIGANAK
KWETHLUK
KWIGILLINGOK
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMLTE
NUNAPITCHUK
OSCARVILLE
PLATINUM
QUINHAGAK
TOKSOOK BAY
TUNTUTLIAK
TUNUNAK

MEMORANDUM

TO: Representative Kay Brown
FROM: Representative Lyman Hoffman
DATE: February 10, 1988
RE: HB 423 - Tourism Capital Projects

An appropriation of \$545,000 to the City of Bethel for the development of a new Yugtarvik Museum/Yup'ik Cultural Center.

A. This project would build a new facility to house the historic Native artifacts of Southwest Alaska and to aid in the development of Yup'ik crafts-people and their artwork through artist advocacy programs and the direct purchase and sale of artwork. It would provide an economic base for Yukon-Kuskokwim Delta's people. Continuation and promotion of Yup'ik artwork and their artists provides a major link in preserving this culture's values, identity and self worth.

B. The project is proposed at \$500,000 for the museum/cultural center. Also, \$20,000 for the collection of native artifacts, with \$25,000 for the development of a Yukon-Kuskokwim wildlife display. A separate grant would be used for the design phase of the project.

C. Grant recipient would be the Department of Administration, then a municipal grant to the City of Bethel.

D. Project completion would be 1989, and a variety of local Alaskan contactors would employ local residents.

Maintenance and operation cost will be the responsibility of the museum and the City of Bethel. There will be no long-term impact to the State of Alaska.

10,000 visitors annually tour the facility, many of those purchase the locally produced handicrafts and artifacts on display. The project would not only create construction jobs, but permanently employ local residents to develop their craft-skills and operate the facility.

The tourism value to the State of Alaska would greatly enhanced in that the Yukon-Kuskokwim Delta is home to the

world's largest wildlife refuge of its kind. It is the northern terminus of the North American flyway of several species of geese, swan, and other birds. This area of Alaska is remote whose residents traditional lifestyle is still practiced in daily life, including mask carving, basket weaving, ivory carving, animal skin-sewing, trapping, fishing and other subsistence gathering activities.

Please contact me if additional backup information is warranted.

Thank you for your effort on this tourism legislation and your favorable consideration on this important project.

Project: YUGTARVIK MUSEUM AND YUP'IK CULTURAL CENTER
Request: \$545,000
Location: Bethel
Senate District: M
House District: 25

The sum of \$500,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Bethel for the continuing development of the Yugtarvik Regional Museum and Yup'ik Cultural Center.

The sum of \$20,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Bethel for the purchase, preservation, and relocation of native artifacts in Southwest Alaska to the Yugtarvik Museum.

The sum of \$25,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Bethel for a Yukon-Kuskokwim Delta wildlife display.

Description: The Yugtarvik Museum is dedicated to preserving the Native culture and lifestyle of the Yup'ik Eskimo people of the Kuskokwim River, through the acquisition, development, and exhibition of a permanent collection artifacts and traditional practices.

The need for a museum in Bethel was recognized as early as 1960. The idea became reality in 1965, when the City of Bethel received a grant of \$5,500 to be used for an Alaska Purchase Centennial project in commemoration of the U.S. acquisition of the territory of Alaska from Russia in 1867.

The City of Bethel has exhibited ongoing support of the museum as part of its cultural program through the following actions:

- 1) assistance and approval in obtaining the 1967 grant to construct the museum facility.
- 2) assistance in operational/administrative support since 1970.
- 3) assistance in recovering from the fire of June 1980 with extensive structural renovation and in providing a fire and

security system.

- 4) establishment of an acquisition fund to ensure the preservation of local historical artifacts.
- 5) assistance in training and upgrading the skills of staff to meet current professional needs.
- 6) assistance in establishing and maintaining a craft shop which bolsters the income of its Native people and those of the Yukon-Kuskokwim Delta.
- 7) responsibility of holding the permanent collection of the Yugtarvik Museum in the Public Trust.

The present museum building is now over 18 years old and consists of 720 square feet. The museum's permanent collection has grown from 50 objects in 1967 to over 1,000 items, despite the major fire in 1980. Storage and exhibit space has been filled for a number of years.

As requests for services continue to grow, and the need to help preserve a fast changing culture increase, the present space crisis inhibits the museum from even beginning to meet these demands.

The following backup includes:

- 1) Museum Task Force recommendations.
- 2) Space needs in square footage.
- 3) Five year Goals.
- 4) Education.
- 5) Permanent exhibits.
- 6) Collections.
- 7) Travelling and changing exhibits.
- 8) Conservation.
- 9) Museum shop.

In addition, the Tourism Committee of the Bethel Chamber of Commerce sees a museum and cultural center as a high priority for Bethel and our Region. The development of such a center will bring economic benefit to the Region and also help foster self-esteem among the people of the Yup'ik culture.

MUSEUM TASK FORCE RECOMMENDATIONS

LAND: The museum is currently housed in its own building, but the site upon which it rests is owned by the Moravian Church. A lease of this property was proposed which would allow for a 10 year lease with a 10 year option to renew. This is not advantageous for the museum as it allows for no future growth or security.

RECOMMENDATION: The museum relocate on city lands to a permanent location within the main foot traffic area of the city where expansion is possible.

SPACE LIMITATIONS: The museum is currently housed in its original log cabin building built in 1967. The collection and museum shop have far outgrown this building. The present building prohibits further growth of the collection, does not allow for adequate storage of the collection so that pieces are in danger of damage, does not allow for adequate exhibition of the collection, nor of travelling and changing exhibits, does not allow for proper viewing by school children, nor does it allow for public programs, i.e. films, lectures, or slideshows. Items for sale are not adequately displayed due to space limitations, therefore potential sales and revenues are lost; thefts occur much easier.

RECOMMENDATION: The current space crisis be alleviated by the following actions:
Short Term: Office space be utilized in another location. Other buildings be used for exhibits and programs. A secure storage space be designated for museum and shop use.
Intermediate: Another city building be renovated for museum use.
Long Term: The museum continue to plan a future building complex with the Museum/Archives/Library concept in mind.

OPERATING SUPPORT: The museum is operated by the City of Bethel. Future funding cutbacks and the need to provide even basic services to the residents of Bethel are realities. Due to the political nature of the operation of the City, support can change greatly every 2 years. The museum presently is seen as important to the operation of the city and is noted as one of its best assets.

RECOMMENDATIONS:

A "Friends of the Museum" group be incorporated as a non-profit entity to generate financial support for the operation of the museum, for public relations, and volunteer support.

An endowment campaign be established by the "Friends" to ensure the museum's future operating support and for building funds.

The museum shop eventually be operated by the "Friends" and these profits be used to support the museum program. The shop establish a mail order program to further increase sales and revenues.

SPACE NEEDS IN SQUARE FOOTAGE

	<u>Present</u> <u>Building</u>	<u>Minimum Space</u> <u>Needed at</u> <u>Present</u>
EXHIBITS		
permanent	360	1,400
changing/travelling	-0-	500
COLLECTIONS		
processing area	-0-	40
storage	50	466
OFFICES		
Curator	-0-	70
Shop Manager	8	70
work area	4	70
SCHOOL CLASSROOM/TRADITIONAL ART CLASSROOM/LECTURES/FILMS	-0-	400
PUBLIC SERVICE AREA		200
Coat area	-0-	
restrooms	-0-	
artic entry	48	
handicap ramp	-0-	
reception area	9	
COLD STORAGE	24	200
travelling exhibit crates		
packing boxes, material		
art supplies (grasses)		
MECHANICAL/MAINTENANCE	30	50
heater		
fire halon system		
alarm		
CRAFT SHOP		
display	144	432
storage	40	120
work space	2	20
sales desk	9	20
TOTALS	724 sq. feet	4,058 square feet



YUCTARVIK REGIONAL MUSEUM

CITY OF BETHEL

P.O. Box 388 Bethel, Alaska 99559

(907) 543-2098

Five Year Goals

EDUCATION

- 1) development of educational programs which may be taken to local schools and integrated into the curriculum.
- 2) development of educational kits which may be used independently in local or village schools.
- 3) traditional native arts classes for both adults and children
- 4) videotape production of local artists and artforms to interpret the permanent collection
- 5) support local artforms by organizing local native dancers and sponsoring art competitions
- 6) community film and lecture series

COLLECTIONS

- 1) collection policy implemented with items prioritized as to need
- 2) acquisition of private collections--local, state, outside
- 3) acquisition of photographs

PERMANENT EXHIBITS

- 1) developed to increase cultural self identity and to educate new residents and visitors to the Region to the Yup'ik culture
- 2) exhibition of more of the permanent collection
- 3) bi-lingual interpretation of artifacts
- 4) videotape production of local artists, artforms, traditions to interpret the collection

TRAVELLING AND CHANGING EXHIBITS

- 1) to provide Bethel and Delta residents the opportunity to view art, ethnography, history and science exhibitions.
- 2) to promote local artists and artforms
- 3) to begin production of local exhibits to travel to villages and statewide

CONSERVATION

- 1) protective cases for artifacts with optimum heat and light levels
- 2) adequate storage area for artifacts
- 3) temperature and humidity controls and an air filtration system

3

CRAFT SHOP

- 1) profits used specifically to support museum programs
- 2) shop run by incorporated "Friends of the Museum" as a separate entity from museum with profits donated to museum programs
- 3) increase of volume of sales which would then increase the artist's income and increase finances for the museum
- 4) stress quality artwork

EDUCATION

Goals-The Museum Education program develops methods to educate the public about the collection of the Yugtarvik which is dedicated to preserving and promoting the culture of the Yup'ik Eskimo people. It does this through programs within the museum and through outreach services.

Demand And Activities-Over 10,000 visitors, including Bethel citizens, Yukon-Kuskokwim Delta residents, Alaska citizens, and tourists, visit the Yugtarvik annually. The museum averages 43 visitors each day. The staff gives guided educational tours to children from the local daycares, elementary, middle, and high schools, and women and children crisis shelter. In addition, school children from both nearby and coastal villages visit the museum each year. The museum staff receives requests to visit classrooms, work with local agencies and their clients and staff, and provide interpretive exhibits during local festivals, meetings, and conventions. Educational learning kits made to be distributed to local and village schools for use within classrooms have been requested to supplement classroom learning.

The Yugtarvik offers traditional native art classes to the community in woodcarving, coiled and woven basketry encouraging native people to learn or better these skills. The museum has received requests to continue these classes and to offer additional types of instruction. Demonstrations are presented with artists showing visitors how dolls, salmon nets, masks, and baskets are made. Visitors are able to interact with artists.

Space Limitations-Educational programs are currently conducted within the exhibit space of the museum limiting the scope of activities. The museum can comfortably hold about 7 students which is much smaller than the average school class.

Traditional native art classes are held within exhibit and craft shop areas, again limiting activities. Art classes can hold a maximum of 6 students, but then museum visitors cannot see the permanent exhibits.

Films, lectures, demonstrations, and other public programs cannot be held within the museum building due to lack of viewing areas.

How Space Would Be Used-A classroom area would allow for adult and child native art instruction to be given within the museum building where resources for such instruction, and artists are available. This classroom area would also serve as an instruction area for visiting local and delta school children.

Office space for an education volunteer or staff person would provide an area for development of educational programs for within the museum, kits to take to schools, and programs to take to agencies.

Storage space would allow for storage of educational tools and artifacts used in preparing lectures and kits.

The classroom area would also be used for lectures, films, and public programs.

PERMANENT EXHIBITS

Goal-The Permanent Exhibits of the Yugtarvik are developed to increase cultural self identity among the Yup'ik Eskimo people of the area and to educate new residents and visitors to the region to the Yup'ik culture.

Demand-Over 10,000 museum visitors annually view the exhibits of the Yugtarvik. Visitors have continually requested that more of the collection be permanently displayed.

Activities-Exhibits depict the lifestyle of the Yup'ik Eskimo during the time of subsistence living. Exhibits include clothing, womens tools, mens tools, a kayak with hunting tools, fish nets, traps, and implements, and dancing objects. Local natural history is depicted with exhibits utilizing geese, ptarmigan, reindeer antlers. A "Please Touch" case allows visitors to feel and handle various furs, bones, tusks, teeth, and implements. A videotape machine will be installed this summer with interviews of local artists interpreting the collection in both Yup'ik and English.

Space Limitations-Due to lack of space and demand by the public, our permanent collection must be taken down every other month to allow space for travelling exhibitions and changing exhibits of the museum's permanent collections. Permanent exhibit space does not allow for a well-rounded view of the Yup'ik subsistence lifestyle, but glimpses of the past and small pieces of contemporary life. Current space limitations do not allow for adequate viewing of many of the artifacts as cases are placed close together, leaving little room for viewing. Artifacts are placed close together due to small wall and case area, leaving little room for informative labeling and photographs.

How New Space Would Be Used-Additional exhibit space would allow for a more complete view of Yup'ik life, beginning with prehistoric times, transitioning into village life--winter and summer, relationships with animals, hunting and gathering food, male/female roles, pre-christianity religion, festivals, transitioning into present lifestyles and contemporary art. Artifacts would be accompanied by B & W photo enlargements from the museum's photo collection. Labeling would be thorough and include both Yup'ik and English. Videotapes and cassette tapes would further help to interpret the lifestyle.

COLLECTIONS

Goals-The Yugtarvik is responsible for the acquisition, care, and custody of a permanent collection of over 1,000 objects. This collection is continually growing.

Demand And Activities-The Yugtarvik's permanent collection of artifacts has been growing by at least 50 objects per year. Due to its location in the heart of the Delta Region and to the Museum Shop, the selection for a contemporary art collection is vast and of superior quality.

Objects offered for donation and sale by Delta residents are numerous. Private collections which are sitting in storage or in other states of disuse are potential sources of acquisitions for the museum's collection in an attempt to keep these items within the Delta.

The large number of traditionally knowledgeable and skilled craft-people allows for replicas of older items to be readily commissioned.

Space Limitations-Lack of storage space is severely limiting the scope of the Yugtarvik's acceptance of acquisitions. All existing space is now being used for storage and display. Items accepted now must be small, which means that larger items are either being sold to individuals or decaying. Registering and photographing new artifacts must be done at odd hours in the exhibit area when visitors are not present. This means that this work cannot be done continuously, but here and there when conditions are ideal. Volunteers have no area to sit and work. Lack of work space inhibits the design of new educational displays utilizing the collection for museum visitors.

How New Space Would Be Used-A designated storage area with work areas would allow for staff and volunteers to process new acquisitions to the collection with a minimum of handling. Space for object registration, cleaning, and photographing is needed. Additional desk space would allow for staff and volunteers to design exhibits--lay out artifacts and assemble them. Storage space for would include shelving where artifacts could be stored with enough space to allow each piece to have its own area. Parkas, maps, and oversized items would be properly laid flat or rolled as needed. Extra shelving would allow for the continual acceptance of new acquisitions.

TRAVELLING AND CHANGING EXHIBITS

Goals- The travelling exhibits which the Yugtarvik displays are acquired to provide Bethel residents the opportunity to view art, ethnography, history and science exhibitions. The changing exhibits which the Yugtarvik produces are designed to complement community activities and to promote local artists and artforms.

Demand-About 10,000 visitors view the Yugtarvik's travelling and changing exhibits annually. The museum receives exhibits from other institutions including the Alaska State Museum, the Anchorage Museum of History and Art, the Alaska State Council on the Arts, the Institute of Alaska Native Arts, and the University of Alaska Museum. The museum receives requests from patrons to bring in more travelling exhibits. We receive request from local artists and agencies to exhibit artwork and objects that represent them also.

Activities-Exhibits received recently include Eskimo dolls, Inua, Toksook Bay 1981, Alaska Positive 1984, Earth, Fire, and Fibre, and New Traditions, Contemporary Alaska Native Art. The museum recently produced an exhibit: Bethel Basketmakers in honor of local women during Womens History Week. Along with these exhibits the museum has coordinated demonstrations, art classes, and open houses to complement the displays.

Space Limitations-Shortage of exhibit space necessitates removing the permanent exhibits to display travelling exhibits. Even then these exhibits sometimes do not fit into the space given for such exhibits and pieces must be left in their cases. Local artist shows must be very small and usually become "lost" among the permanent exhibits. No preparation area for creating local artist exhibits means exhibits must be prepared at odd hours, when museum is closed to the public. In order to display the Inua Exhibit the museum building was closed to the public and the shop was moved to office space to be displayed along with the Smithsonian's Inua Exhibit.

How New Space Would Be Used-A gallery area reserved for travelling and changing exhibits would allow for adequate viewing of these exhibits. It would also enable visitors to view the permanent exhibits at the same time. A work area would allow staff and volunteers to put together small local artist shows and travelling shows that would travel to villages and statewide. Gallery space would allow for rotating pieces of the permanent collection so that visitors would eventually be able to see the entire collection. It would allow for cooperating with local agencies in creating temporary exhibits such as K-300 a historical view of dogsledding, Nunam Kiclutstisí-traditional and contemporary hunting and trapping methods, YKHC-plant gathering techniques and types of traditional medicines, etc.

CONSERVATION

Goals-The Conservation program of the Yugtarvik attempts to keep the objects in the collection under optimum conditions for their long term preservation. In addition, it offers assistance to local citizens in preventative care and training for their private collections of art.

Demand And Activities-The museum's Conservation program demands that objects be protected against harmful dust, light, and changing temperature and humidity levels. As many objects that can be, are placed in protective cases. Fluorescent lights are covered with filters which protect objects from harmful UV rays, the temperature and humidity levels are closely monitored and kept as constant as possible. Objects on display are purposely rotated so they receive a minimum of light and dust exposure. Workshops on the care of artwork are given periodically and specific questions are researched for the public.

Space Limitations-Current space restrictions do not allow for protective cases for many of the artifacts that the museum owns. This means that in order to protect them from harmful dust, fingers, and lights, artifacts are either not displayed or only for a very limited period of time. Inadequate storage space for artifacts means that items are stored inside of one another, precariously from shelves, and among books, materials, and supplies wherever space can be found. No work area does not allow for repair or treatment of objects except at odd hours when the museum is closed to visitors. A large dust accumulation in the spring, summer, and fall months is damaging unprotected items. Water storage in a small plastic barrel limits adequate humidity controls as shortages can occur frequently when deliveries are not made.

How New Space Would Be Used-Permanent exhibits excluding "Please Touch Exhibits" would be enclosed within protective cases which would have the recommended temp./light levels. Storage space would include a large storage area where items would each have their own space designated. Additional space for future additions to the collection would be anticipated. A work area for treatment, repair, and cleaning of artifacts for volunteers and staff would be designated. A large water tank and air filtration system would eliminate humidity and dust problems. Classroom space would allow for workshops on the conservation of individual's collections.

MUSEUM SHOP

Goals-The Museum Shop provides an outlet for local residents to sell their work and provides a modest income for the museum to partially support its programs. The shop brings local visitors and tourists into the museum to view the objects on display. The shop plays a major role in assisting artists in improving the quality of their artwork and in trying new areas of art.

Demand And Activities-The museum shop currently receives over 10,000 visitors annually, an average of 43 visitors each day. In-house sales hve continued to rise each year. The shop is listed in a number of national publications and s receives requests for price lists and catalogues daily. Mail order sales are dramatically increasing each year as we now sell to other museum shops, private shops, individuals, and many collectors.

Space Limitation-Current space limitations inhibit the sale of merchandise as items for sale are crowded and hard to view, storage is limited, and the shop cannot hold but a small number of visitors at any one time. The present work area does not allow for many additional staff or volunteers to assist in sales, paperwork, or packaging.

How New Space Would Be Used-With additional display area, items for sale would be displayed much better with enough "open space" to allow proper viewing of pieces. A greater number of visitors would be able to view items without being crowded and hurried to buy. Additional work space would allow for a packaging area for mail order sales, separate areas for buying and selling crafts from artists, and selling crafts to visitors. Additional display space would allow for labels which would interpret items in the craft shop, thus using the shop as an educational tool. Greater space would allow for greater profits which would in turn benefit museum programs.

Section 29

Project: Juneau City Museum

Location: Juneau

Amount: \$490,000

Description: See attached material.

REPRESENTATIVE
FRAN ULMER

HOUSE OF REPRESENTATIVES

PO Box 1
JUNEAU, ALASKA 99801
(907) 465-4947

M E M O R A N D U M

February 8, 1988

TO: Representative Kay Brown

FROM: Representative Fran Ulmer

SUBJECT: HB 423 - Tourism Development Bill

House Bill 423, section 29, provides an appropriation of \$490,000 to the City and Borough of Juneau for relocation and rehabilitation of the Juneau City Museum.

A. Basic Statement of Purpose and Scope of Work:

This project would take the existing Juneau Memorial Library building (which will be vacated in late 1988) and install energy efficient insulation in walls and ceilings; double glazing of windows; addition of a new mechanical system with ventilation, heating, humidity, and pollutant controls; the installation of a halon fire suppression system; and security. Also included would be new interior finishes and exhibit cases for the museum collections. After renovation, the building will be occupied by the City Museum.

B. Cost Estimate and Breakdown

The project is proposed at \$490,000; this amount would complete all phases of the project. A separate grant would be used for the design phase of the project.

C. Identification of Authorized Agency and /or Grant Recipient

The project would be funded as a municipal grant to the Department of Administration. The City and Borough of Juneau would be the recipient.

D. Responsiveness to Criteria

Due to the size of the project, all work could be completed in FY 89. The project would provide employment for a variety of

crafts such as mechanics, laborers, carpenters, electricians, plumbers, painters, masonry workers, sheetrockers and carpet layers at a time when construction work is generally in its winter slow-down period. It is anticipated that the contractor and all subcontractors would be Alaskan.

Maintenance and operation cost will be the responsibility of the museum and the city. There will be no long-term impact to the State.

The museum's present level of use is 30,000 visitors per year and this level is increasing.

A project of this size and scope is expected to generate jobs throughout the construction industry as indicated above.

Obtaining adequate space and exhibit areas for the museum's collection will increase its usage. The museum with its historical collection on hardrock mining could lead to expansion of the ElderHostel program through the University of Alaska Southeast. Additional courses in the history of mining which could be scheduled outside the peak summer tourism months would attract more tourists to the city. This project would complement the local tourism industry and the efforts of local volunteers for preservation of Alaska's Capital City history. The museum is currently operated by part-time staff and an ever-increasing number of local volunteers.

The State has made a significant investment in the tourism industry and has already identified museums as an integral part of this industry through funding of the Transportation Museum, the Alaska State Museum System, House of Wickersham, Sheldon Jackson and other numerous interpretive sites.

The potential to leverage non-state investments is high. Non-state funds which may be identified for future acquisitions include a local Leslie Murray Museum Fund, grants from the National Endowment for the Humanities and local museum assistance funds. The potential for corporate support will improve when a permanent well designed and adequate facility is provided for the museum.

Public support for the local museum has been demonstrated by an increasing number of local, year-round volunteers. Donations both in dollars and local history artifacts have been received. The City and Borough has annually appropriated funds for the operation of the museum. The number of visitors to the museum has been steadily increasing.

Thank you for a favorable consideration of this project.

Section 30

Project: Willow Creek Road Access

Location: Mat-Su Borough

Amount: \$100,000

Description: This appropriation would only fund a small portion of the work that needs to be done on this project. See attached material.

TO: Rick Davidge
Mat-Su Borough

DATE: February 3, 1982

FROM: Daryl Haggstrom
Alaska State Parks

RE: Backup information as per your request for possible Jobs Bill
project: \$50k to \$100k for Willow Creek Road.

Project Name: Willow Creek Road
Project Amount: \$50,000+

Description of Work

Top the existing Willow Creek Road with a crushed aggregate base course to provide a good driving surface.

Justification

Approximately 2.2 miles of the 3.9 mile Willow Creek Road, Parks Highway to Susitna River, has been constructed. The initial construction provided for the road embankment constructed of gravelly sand. The driving surface is loose and requires a cap of crushed aggregate base material to provide an acceptable driving surface. This project would result in the upgrade of the first mile of Willow Creek Road. Although Willow Creek Road does not provide driving access to the Susitna River and the mouth of Willow Creek, it is used for park and hike fishing access to this popular fishing site. The soft, sandy driving surface has become of increasing public safety concern as the fishing access becomes more popular. An additional \$50,000 would provide for upgrade of the entire 2.2 miles of existing road.

PROJECT TITLE: Willow Creek Recreation Area Development

PROJECT DESCRIPTION: Development of 1.7 mile access road to Susitna River, boat launch area, parking, day use area, and campground facilities.

DISCUSSION: This project is a cooperative recreational resource and economic development project supported by State Parks, Department of Fish & Game and the Mat-Su Borough. The project will have an immediate significant impact on the Borough economy by creating construction jobs. This major project will provide access to one of the State's finest salmon fisheries. The total project will eventually provide facilities for boating, fishing, camping, hiking, day use, long-term parking, historical and natural interpretation and concessions.

A tri-agency cooperative management plan is being developed by the Borough, State Parks and ADF&G. Willow Creek is the Borough's and ADF&G's number one resource development capital project and is supported by the Willow Area Community Organization, the Borough Parks & Recreation Advisory Board, Planning Commission and Assembly.

A concessionaire system will help to construct additional facilities and provide associated services which will attract residents, regional visitors and tourists. This project is a superb model showcasing public-private sector cooperation in proper recreation resource planning, development and operation. It surely will be the "Gateway to the Susitna".

ANTICIPATED COST: \$2,000,000

MATANUSKA-SUSITNA BOROUGH
CAPITAL PROJECT NOMINATIONS FY88

PROJECT NAME: Willow Creek Recreation Area

(Willow)

COMMUNITY: MSB/Anchorage Region POPULATION: 100,000

DESCRIPTION: Development of access road, boat launch, parking lot
use area, and campground facilities.

SKETCH ATTACHED (?)

JUSTIFICATION: Cooperative recreational resource and economic
development project supported by state parks, Fish & Game and MSB;
#2 priority of MSB Parks & Rec. Advisory Board.

ANTICIPATED COSTS (if known)

TOTAL	\$ <u>2,000,000</u>	<u>100%</u>
ENGINEERING/ADMINISTRATION	\$ <u>150,000</u>	<u> </u>
LAND	<u>State/MSB</u>	<u> </u>
MATERIAL	<u>1,850,000</u>	<u> </u>
ANTICIPATED FUNDING, TOTAL	\$ <u>2,000,000</u>	<u>100%</u>
MSB	<u>155,000</u>	<u> </u>
STATE	<u>1,225,000</u>	<u> </u>
SPECIAL ASSESSMENTS	<u> </u>	<u> </u>
OTHER	<u>620,000</u>	<u> </u>

ANTICIPATED SCHEDULE	START DATE	FINISH DATE
PLANNING	<u>July 1988</u>	<u>July 1988</u>
DESIGN	<u>July 1988</u>	<u>August 1988</u>
CONSTRUCTION	<u>September 1988</u>	<u>June 1989</u>

ANNUAL M & O COSTS ANTICIPATED \$ 50,000
TO BE PAID BY:
EXPECTED PROJECT LIFE 100 YEARS

NOMINATED BY: MSB Parks & Rec. Advisory Board #2 DATE: 10-15-87

JCS/pmg/040

MATANUSKA-SUSITNA BOROUGH
Willow Creek Recreation Area

PARKS & OUTDOOR REC. DIV.

FY89 Cost Estimate - Phase I

I. BOAT LAUNCH

2 boat ramps	\$ 120,000
1/2 mile gravel road	230,000
parking lot (50 spaces)	100,000
2 double vaulted latrines	50,000
Misc. signs, site improvements	50,000
	<hr/>
Total	\$ 550,000
	<hr/>

II. ACCESS ROAD

1.1 mile to bluff	\$ 620,000
.6 mile over swamp	580,000
D-1 surface 1.7 mile	100,000
	<hr/>
Total	\$1,300,000
	<hr/>

III. Engineering & Contingency

	\$ 150,000
	<hr/>
	<hr/>

Section 26

Project: Development of Tourism-Related Facilities at State Hatcheries

Location: See attached material.

Amount: \$167,400

Description: See attached material.

FRED Division Draft Tourism/Recreation Development Proposal

FRED Division hatcheries have been contributing, in some cases greatly, to the tourism activities in their areas. Deer Mountain Hatchery in Ketchikan has been visited by between 130 and 160 thousand summer visitors to the Ketchikan area for the past three years. These visitors are predominantly out-of-state tourists from the many tour ships which dock in Ketchikan. Most of the Ketchikan visitors take a "walking tour" of the city which includes a stop at the hatchery. Elmendorf Hatchery in Anchorage has set up a viewing area of falls and ladder area at the hatchery that attracts some thirty thousand tourists annually. Other FRED facilities such as Klawock, Big Lake, Ft. Richardson and Crooked Creek have been attracting visitors and as such are becoming recognized in their areas, not only for their fish production, but also for their impact or potential impact on local tourist trade.

FRED Division, in attempting to adhere to legislative intent to find alternative funding strategies for operation of its hatchery facilities, has been devising ways of using tourism to add to program receipts for hatchery funding. In some hatcheries, particularly Deer Mountain, Elmendorf, Big Lake, and Crooked Creek, the potential for supplementing hatchery operations is very good. There are several basic needs at each facility at which tourism impacts are thought to be good. First there needs to be something for the visitors to see. Fortunately the tourism season generally coincides with the return of adult salmon which, of course, are the major attraction. Each facility needs a self guiding tour complete with adequate access, explanatory signs, and ancillary exhibits such as aquaria and/or ponds for close visitor approach to salmon juveniles and and/or adults as available. There is a need to be able to show visitors the "sights" of the facility without their actually entering the facility because of potential for transfer of disease, stress to fish populations in the hatchery, and interference with work within the facility. The visitor season also coincides with the busy season of juvenile release, adult returns and egg takes. A final need, which may vary from hatchery to hatchery, is that of trained personnel to act as guides and interpreters at each site. If an adequate self guiding facility is in place, there may be no need for a guide if visitor numbers are relatively small. With larger crowds, a guide may become essential. Again because hatchery personnel are at the busiest, this role is a difficult one for them.

January 27, 1988

Plans for basic self guiding presentations have been made with costs as follows:

Crooked Creek Hatchery	\$22,000
Ft. Richardson Hatchery	\$25,000
Elmendorf Hatchery	\$37,200
Big Lake Hatchery	\$25,200
Deer Mountain Hatchery	\$32,000
Klawock Hatchery	\$26,000

With these presentations in place, FRED facilities would become much more able to show the many visitors they are already attracting the salmon hatchery story effectively and would undoubtedly become much greater attractions.

STATE OF ALASKA

DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX 3-2000
JUNEAU, ALASKA 99802-2000
PHONE: (907) 465-4100

February 2, 1988

The Honorable Kay Brown
Alaska State Legislature
P. O. Box V
Juneau, AK 99811

Dear Representative Brown:

Listed below, please find budgetary details of the six state hatchery projects that have been proposed for inclusion in your tourism/recreational development bill your office is considering. As Dr. Johnny Holland of the Fisheries Rehabilitation, Enhancement and Development (FRED) Division staff reported to your committee on January 28, the amounts listed are the FRED Division hatchery managers' estimates of their needs to provide basic access, interpretive displays and signs for visitors. We are very pleased by the interest and support you have afforded the proposal.

The Big Lake Hatchery, located near Wasilla, has a plan for a self-guided tour that will form a loop around the hatchery. The following items are proposed:

<u>Item</u>	<u>Cost</u>
Boardwalk	\$2,800
Bridge	3,200
Sidewalk	3,250
Signs/Displays	5,000
Wheelchair ramps	4,800
Brochures	500
Portable displays	2,000
Picnic tables	650
Display room	<u>3,000</u>
TOTAL	\$25,200

The Fort Richardson Hatchery in Anchorage has the following proposed items:

<u>Item</u>	<u>Cost</u>
Landscaping	\$5,000
Road	5,000
Visitors' kiosk and displays	<u>15,000</u>
TOTAL	\$25,000

The Elmendorf Hatchery in Anchorage has the following needs:

<u>Item</u>	<u>Cost</u>
Viewing platform	\$17,000
Interpretive signs	12,000
Stairway	<u>8,000</u>
TOTAL	\$37,000

The Crooked Creek Hatchery near Soldotna has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Parking lot and fencing	5,000
Viewing bridge at weir	5,000
Foot paths and inter- pretive signs	<u>10,000</u>
TOTAL	\$22,000

The Deer Mountain Hatchery in Ketchikan has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Interpretive signs	10,000
Audio/visual displays	12,000
Display aquaria	6,000
Wheelchair ramp	<u>2,000</u>
TOTAL	\$32,000

The Honorable Kay Brown

February 3, 1977

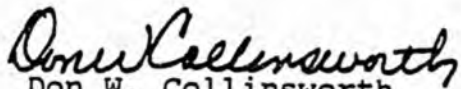
The Klawock Hatchery near the community of Klawock on Prince of Wales Island has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$1,000
Visitor kiosk	12,000
Interpretive displays	8,000
Foot paths and signs	<u>5,000</u>
TOTAL	\$26,000

If additional information is needed, please contact Dr. Johnny Holland in the FRED Division's Headquarters Office at 465-4160.

Thank you for your interest in the FRED Division's tourist program.

Sincerely,


Don W. Collinsworth
Commissioner

cc: Johnny Holland

MEMORANDUM

State of Alaska

TO: Tom Krom, Chief of Operations
Division of Fisheries Rehabilitation
Enhancement and Development
Department of Fish and Game

DATE: January 7, 1988

FILE NO:

TELEPHONE NO:

THRU:

SUBJECT: Fish Hatchery Site
Visitation

FROM: Mary B. Klugherz, Marketing Coordinator
Division of Tourism
Department of Commerce &
Economic Development

MK

RECEIVED

JAN 12 1988

**FRED:
ANCHORAGE REGIONAL OFFICE**

The purpose of this memo is to outline my preliminary observations and identify issues regarding the development of Crooked Creek Fish Hatchery and Elmendorf Fish Hatchery as revenue generating visitor facilities. These comments are based upon my discussions with you, Tim McDaniel and your staff at both these facilities, and my site visitation the week of December 14.

Overview

The Legislature has put intent language on your division's budget to work with the Division of Tourism to begin developing the potential for generating tourist receipts within the state hatchery program. Since many of the state operated hatcheries already receive many thousands of visitors each year, both resident and nonresident, program receipts generated as the result of a fee charged could represent several thousand dollars. In addition, these hatcheries are not marketing themselves as visitor facilities, yet are still attracting substantial numbers of visitors, particularly those on the highway system. It is within the realm of possibility that visitation of selected sites could increase dramatically with some basic marketing efforts. However, marketing these sites should not occur until basic visitor amenities are provided at these sites. The question then becomes, which sites should be targeted for potential development and what will be the cost for the development. In addition, how does your division collect fees both before and after development.

In our discussions, we reviewed the location and facilities of the state operated hatcheries and agreed to concentrate on those facilities on the

P. O. Box 2385
Palmer, Alaska 99645

February 16, 1988

Rep. Kay Brown
Alaska State Legislature
P. O. Box V (MS 3100)
Juneau, Alaska 99811

Dear Representative Brown:

Private enterprise has completed a new boat launch and parking area on the Susitna River about 14 miles north of Willow, near Mile 86 of the Parks Highway called The Bluffs Boat Launch.

The Bluffs Boat Launch has the capacity to handle over two hundred boats per day. At present, we are at about 10% of that capacity.

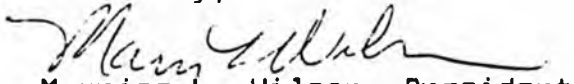
I find it extremely distressing to read that the Matanuska Susitna Borough Capital Projects Priority List wants \$2-million of public funds to build a competing facility at Willow. Hearing this, I offered to sell the Bluffs Boat Launch and parking areas to the Borough for \$200,000. The Borough said no thanks! The Borough currently owns 1/2 mile of river frontage (80 acres) adjacent to the boat launch area. By purchasing the Bluffs Boat Launch the Borough would gain access to their land along the Susitna River.

It will be impossible for the Bluffs Boat Launch to continue in private enterprise, much less to add our planned camping units, with the threat of competing State projects.

I now make the same offer to the State of Alaska. The price includes the 15-acre site on 1200 feet of Susitna River frontage, the borough-standard access road, and a completed parking facility for 300 vehicles and boat trailers. If the State does not accept my offer, they should have a policy on competing with private enterprise.

If you would like additional information, please contact me at P. O. Box 2385, Palmer, Alaska 99645.

Sincerely,


Maurice L. Wilson, President
THE BLUFFS BOAT LAUNCH, INC.

:CM

Section 31

Project: City of Nome/Tourism Related Improvements

Location: Nome

Amount: \$160,400

Description: See attached material.



Alaska State Legislature

REPRESENTATIVE DISTRICT 23 HEINRICH "Henry" SPRINGER

HOME
P.O. Box 332
Nome AK 99762
(907) 443-2854

WHILE IN NOME
P.O. Box A
Juneau AK 99801
(907) 465-3789-4984

COMMITTEES

CHAIR:
Committee on
Regional Affairs

VICE-CHAIR:
Transportation

MEMBER:
Resources

January 29, 1988

TO: Representative Kay Brown, Co-Chair
Representative Johnny Ellis, Co-Chair
Tourism Promotion Group

FROM: Rep. Henry Springer *HS*
District 23

Subject: Request for Tourism Related Projects Funding

Per our discussion yesterday, I hereby submit the following projects for inclusion in the tourism related appropriation bill.

As you know Western Alaska is among the most economically depressed areas in the State. The Nome situation is especially grave because of its dependency on government expenditures (which have been greatly reduced in the past years at both the Federal and State levels) and its lack of diversified economic possibilities. Expansion of tourism is one of the very few feasible possibilities to improve the situation.

The following projects are modest and have the support of the Nome Visitors Association and the City of Nome.

1. Welcome and information signs at the Nome Airport, Perkins Plaza, Visitors Center and along the highway system.

(7) at \$1,000 - \$7,000

2. Nome Cemetary cleanup, brushcutting, paths cleanup, boardwalks and signing. \$45,000

This can all be done with local manpower and equipment, materials; it is labor intensive, does not incur any maintenance costs.

The Nome Cemetary dating back to early pioneer days is unique in its historic value and could serve as one of the few available tourist attactions. It is in deplorable shape now, overgrown and neglected.

3. Nome Visitor Center improvements.

Showcases, information boards, porch \$2,000

4. Nome sidewalk along seawall, at Visitor Center and observation platform. \$25,000

5. King Island Community Stairways to beach.

Many tourist watch the King Island peyle in their hunting endeavors; rock bank protection between the beach and the road prevents easy access. Two stairways over the rock riprap would provide safe and easy access.

(2) at \$10,000 - \$20,000

6. King Island Community boat launch close to No. 5. The sandy/murky beach make boat launching prohibitive and difficult. \$20,000

7. Lindeblom Cabin; historic cabin that needs to re-erected. It has been taken dwon and stored.

\$41,400

All of these projects can be locally handled without much overhead and redtape expenditures, they are local - labor intensive, do not incur any significant maintenance responsibilities and would have immediate impact.

Your favorable consideration is appreciated.

cc: Senator Hensley

Section 32

Project: Snake Lake Access Road

Location: Dillingham

Amount: \$55,000

Description: See attached material.

MEMORANDUM
DEPARTMENT OF NATURAL RESOURCES

State of Alaska
DIVISION OF LAND & WATER MANAGEMENT

TO: Sharon Barton
Director

DATE: January 27, 1988

FILE NO: 10-525

TELEPHONE NO: 762-2426 465-2406

THRU:

SUBJECT: Snake Lake Access Road
Dillingham Area

FROM: Jerome A. Pape
Chief Cadastral Surveyor

These funds will be used to construct 1800 feet of public access, including culverts, boat ramp and minimal parking areas to Snake Lake.

The access to the lake and boat launching facilities are needed so individuals can get to the Snake Lake Subdivision and homestead areas which the state offered through its land disposal program.

In 1983 the upper region of the Snake Lake was nominated for land disposal as a dispersed subdivision and homestead area. In 1985 the design and surveying of the Snake Lake Subdivision and Weary River Homestead was completed and lots were sold.

Access to the subdivision is via float plane and boat. There is road "trail" access (10 miles) from the Dillingham to Aleknik road to Snake Lake. However this road goes through Choggiung Corporation improvements near the lake. Temporary access was permitted until the access to the lake could be relocated around the improvements.

The road access offers the residents of the Dillingham area the most economical means of transportation to the area so they could deliver building materials for their improvements.

The alternative to re-routing the access would be to remain fly-in which greatly restricts those able to afford it.

SNAKE LAKE ACCESS ROAD

1800 feet access road

60 feet of culverts

Boat Ramp

Minimum Parking Area

\$55,000

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF LAND AND WATER MANAGEMENT

STEVE COWPER GOVERNOR

CADASTRAL SURVEY SECTION
PO BOX 107028
ANCHORAGE, ALASKA 99510-7028
PHONE: 907 762-2425

February 4, 1988

The Honorable Adelheid Herrmann
Alaska State Legislature
Room 108, Capitol Bldg.
P.O. Box V
Juneau, AK 99611

Attn: Rena Bukovich

File: 10-525
Subj: Snake Lake Access Road

Dear Ms. Bukovich:

Basic Statement of Work:

These funds will be used to construct 1800 feet of public access, including culverts, boat ramp and minimal parking areas to Snake Lake.

The access to the lake and boat launching facilities are needed so individuals can get to the Snake Lake Subdivision and homestead areas which the state offered through its land disposal program.

In 1983 the upper region of the Snake Lake was nominated for land disposal as a dispersed subdivision and homestead area. In 1985 the design and surveying of the Snake Lake Subdivision and Weary River Homestead was completed and the lots were sold. The subdivision contains 68 lots and 25 homestead entries are authorized.

Access to the subdivision is via float plane and boat. There is road "trail" access (10 miles) from the Dillingham to Alegnik road to Snake Lake. However this road goes through Choggiung Corporation improvements near the lake. Temporary access was permitted until the access to the lake could be relocated around the improvements.

The road access offers the residents of the Dillingham area the most economical means of transportation to the area so they could deliver building materials for their improvements.

The alternative to re-routing the access would be to remain fly-in which greatly restricts those able to afford it.

Cost:

Snake Lake Access Road	\$45,000 to \$55,000
1800 feet access road	
60 feet of culverts	
Boat Ramp	
Minimum Parking area	

Project Readiness and Timing:

This is a very basic road with minimal design needed. We anticipate authorizing construction during the summer of calendar year 88 but construction could be extended to summer of 89 if contractors can't meet that schedule for some reason.

Long Term Operation and Maintenance:

Discussions have been held between DOT/PF and the Department regarding maintenance. To date they have no interest in adding to their maintenance schedule. By a copy of this letter I am alerting Clyde Stolzfus, DOT/PF of your interest.

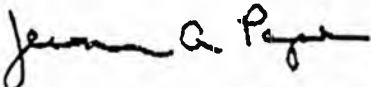
Present Level of Use and Need:

Both areas have been offered to the public. With time allotted I can't confirm how many parcels or permits have been taken. This project will also provide lake access to the general public.

Economic Impact:

This project would primarily involve some heavy equipment and operators and other construction types. With the size project I don't think anyone not situated in the Dillingham area could underbid locals. Otherwise if there is a way to target local hire I'm game.

Sincerely,



Jerome A. Pape
Chief Cadastral Surveyor
762-2424

JAP:leh

Enclosures

Choggiung Limited Correspondence

cc: Clyde Stolfus, Special Assistant, Office of the Commissioner,
Department of Transportation and Public Facilities



1. Tom _____
2. Meg W.H.
3. Jerome J.C.

CHOGGIUNG LIMITED

P.O. BOX 330 • DILLINGHAM, ALASKA 99576 • PHONE (907) 842-5218

RECEIVED

SEP 22 1987

DLWM
Director's Office

September 11, 1987

Ms. Janet George
Department of Transportation and
Public Facilities
4111 Airport Way
Pouch 6900
Anchorage, Alaska 99502

Dear Janet:

Thank you for making the time available to meet with us during your visit to Dillingham. As we discussed at that time, property owners in the Snake Lake Area as well as the General Public have a genuine need for access to the Lake. Unfortunately, though Choggiung Ltd. recognizes the need, we cannot provide that access. Consequently, as the need was created by the State, we turn to the State for assistance. As we have indicated in the past, in light of the funding constraints that the State is currently experiencing, we are more than willing to make a cooperative effort to complete the road.

During our meeting several options were presented and discussed. Among these were the construction of a "volkswagen version" spur road which was roughly estimated at \$50,000.00, the construction of a "cadillac" version which was roughly estimated at \$225,000.00, the availability of funds at the present time and the possibility of seeking a legislative appropriation. Though the need for maintenance of the road was discussed, little was concluded.

At the close of our meeting, we understood that the following had been accomplished. The Department of Transportation indicated the willingness to do the design work. Choggiung indicated a desire to see the development of a "no frills" "volkswagen version". As well we voiced a willingness to cooperate if an adjustment (to the south) of a portion of the road would decrease the cost of the road construction. The Department of Natural Resources will research funding possibilities for the construction of the road. Choggiung Ltd. will research the justifiability of gravel (including a reasonable royalty rate) as well as assist in the search for funds and other ways of decreasing the cost of construction.

Page 2
September 11, 1967

As yet we have not received word on the success of the Department of Natural Resources efforts. We understand that DOI/PF is pulling together some construction information. We are researching gravel availability and cost.

Again, thank you for your time and interest. We look forward to hearing from you in the future.

Sincerely,



Alice Ruby
Land Manager

/ar

cc: Tom Hawkins ✓
Norman Heyano
Representative Adelhide Herrmann
Senator Fred Zharoff

Letter sent to: Janet George, DOT/PF
John Tolley, DOT/PF
Dan Morefield, DOT/PF
Rick Nelson, DOT/PF
Ed Mulcahey, DOT/PF
Larry Oscrowski, DNR
Gary Hennigh, City of Dillingham

Section 33

Project: Unalaska Pictorial Display

Location: Unalaska

Amount: \$54,200

Description: See attached material.

CITY OF UNALASKA

P.O. BOX 89
UNALASKA, ALASKA 99685
(907) 531-1251

"Capital of the Aleutians"



January 26, 1988

Adelheid Herrmann
Alaska State Legislature
Pouch V (MS 3100)
Juneau, AK 99811

Dear Adelheid,

The purpose of this letter is to request \$54,175. for research, design and construction of a rotating display depicting Unalaska's history.

Unalaska is a community rich in history. It was the first Russian settlement in the new world; it was the site of the first Russian Orthodox Church; it has been a sealing and fur trading post; it was once a refueling point for gold rush ships on their way to Nome; it was a strategic site for the armed forces during WW II and was bombed twice by the Japanese; it is currently a refueling port for ships headed for the far east and a bustling fishing and refueling port for foreign and American vessels fishing in the Bering Sea. As rich as Unalaska's history is there is currently no organized way to present Unalaska's history to the many visitors who come here each year.

Last year 24,000 people came through the Unalaska airport. There were 3,500 visitors alone just from Russian vessels refueling in our port. Many of these visitors stopped at City Hall asking for information about Unalaska's history. City Hall has a small display of historical photographs which has received a very positive response and a great deal of interest. It is our hope that a well designed and professionally organized display will provide the City of Unalaska with a way to educate its own residents about its very rich history as well as provide Unalaska with an opportunity to share our history with the many visitors who visit Unalaska each year.

Unalaska is currently making an effort to increase tourism revenues. The basic stumbling block in our ability to attract more tourists is a lack of an organized display to show off the community. It has been a community goal for some years and is listed in the Parks and Recreation Master Plan to have a museum for displaying our history and artifacts. It is our hope that this display will be a starting point which we will be able to develop further as funds become available for creating more display space at a later date.

The panel displays will be organized to depict Unalaska's history era by era. The displays will include a visual depiction of the era by artist renderings or photographs, copy to accompany the pictures giving significant dates, people places and events, and a revolving narrated slide show. For example, the early Russian explorer era would have approximately four paintings depicting significant events from that era as well as eight photographs exhibiting artifacts from that time period. The visual display would be accompanied by copy describing the pictures as well as worded panels in large type describing the history of the era. In addition, a nearby table would display a narrated slide show depicting the history of the era.

We anticipate a total of six displays each featuring a significant era in the history of Unalaska which could be rotated throughout the year on a monthly basis by simply changing the pictures, copy, slides and accompanying tape.

BUDGET

Narrative writing and research	\$ 3,200.00
3 panel displays (6 displays @ 6 panels each)	28,000.00
3 free standing panels	1,200.00
6 2-5 minute slide presentations with taped narrative	16,000.00
slide projector with built in screen	850.00
contingency 10%	4,925.00
Total	<u>54,175.00</u>

In summary, a display exhibiting the history of Unalaska would be of great value to this community by providing a way that Unalaska could educate its own residents as well as its visitors on its rich and varied past.

Sincerely,

Nancy Gross
Nancy Gross, City Manager
City of Unalaska

ADDITIONAL INFORMATION
REGARDING
FORMING HISTORICAL MUSEUM
CITY OF UNALASKA

The City of Unalaska has been gathering historic photographs for several years, from both the State Library in Juneau and the University of Alaska in Fairbanks. We now have several hundred pictures, ranging from drawings of 15th century vessels similar to those used in the discovery of Alaska by the Russians, traditional dwellings, clothing, and utensils, to photos of Alaska King Crab and World War II Activities. These photos are displayed annually during the summer months on four display panels at City Hall. They are subject to marbling, from handling and actual loss because they are displayed in plastic folders.

The city and the local historical society, St. Innowentz Museum and Historical Society, are working towards a community museum at some time in the future. At this time there is no facility in the community where the community's history can be displayed, and understanding of the public increased of the unique place this is, except for the annual City Hall display.

There is space in City Hall for the display and it is anticipated that the panels produced by this grant would be located in City Hall until such time as the community can support a museum. Each year there are many visitors to the exhibit, local people to reminisce as well as visitors to the community. This community is also highly transient with large numbers of people coming in on four month contracts to work in processing plants or on vessels. At present these people have little or no understanding of the cultural heritage, and the history of the community.

Each year Unalaska serves as host to crews from hundreds of fishing, processing and transportation vessels from as many as fourteen nations, as well as two or three tourist cruise vessels traveling between the west coast of the U.S. and the Orient. There could be literally thousands of visitors to this exhibit.

We anticipate using local laser to construct the cases, as well as to research and explanations for the various photographs. There is a local typesetter who would be able to actually lay out and paste up the cases, as well as print them on her laser printer.

It seems very appropriate to us for the State of Alaska to provide funds for this project which would greatly enhance the understanding of and appreciation for the community, by residents, transients, and visitors. It could also foster a feeling of pride in this community which has existed for about seven thousand years.

The exhibit would be available to the public at all hours that City Hall is open. These hours are 9:00AM to 5:00PM weekdays. We can also open in the evenings or on weekends upon request.

Section 34

Project: King Cove Town Center Park

Location: King Cove

Amount: \$23,500

Description: See attached material.

CITY OF KING COVE

P.O. Box 37 • King Cove, Alaska 99812 • (907) 497-2340

January 26, 1988

The Honorable Adelheid Herrmann
Alaska State House
P.O. Box V
Juneau, Alaska 99811

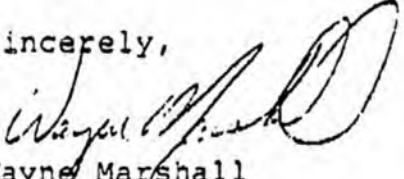
RE: Tourism Project Requests

Dear Representative Herrmann:

Enclosed is descriptive information on two projects which the City has been trying to secure funds for to assist in tourism development. The projects are the Town Center Park, with a construction cost estimate of \$23,500, and the King Cove Coastal Trail, which is estimated to cost \$31,000. Both are high priority tourism projects for the City. The City is prepared to contribute \$5,000 of its monies to construct the coastal trail.

We greatly appreciate the conscientious work of your staff to inform us of the potential availability of these funds and any work you can do to have either of these projects included in the tourism project bill being discussed. Also, these projects are lesser priorities than the projects identified in the City's Jobs Bill request. The City wants to ensure that these funding requests do not negatively affect our prior project requests. Please contact me if you need additional information.

Sincerely,



Wayne Marshall
City Manager
1007 W. 3rd., Suite 201
Anchorage, Alaska 99501
274-7555

Enclosures

Project Title: KING COVE TOWN CENTER PARK

Project Description: The proposed Town Center Park consists of a covered picnic shelter, grassy open space with bench seating, pedestrian boardwalk, a welcome to King Cove sign surrounded by raised flower beds, and an information board which identifies tourist attraction, and services and upcoming events. The planned park is centrally located in downtown King Cove, is across the street from the town's 12 room hotel and restaurant complex, and is within 75 feet of the City's mile long coastal boardwalk. Future plans include construction of a small museum which will feature information the community's and area's history. The City owns the land for the park and has identified the park's construction as a priority project in the King Cove Park Master Plan, adopted by the City in September 1987. A map which identifies the Park's location is attached.

Project Benefit/Need to Assist Tourism: King Cove is a coastal fishing community that is diligently working to capitalize on its potential for increased tourism/recreation development. Most tourists/visitors who travel to King Cove come to experience the area's salmon fishing, hunting, and wilderness sightseeing. The City has identified the need to provide ancillary facilities and services that will make a tourist's stay in King Cove more pleasurable and informative. The Town Center Park is one of the City's main projects to accomplish this goal.

At present, King Cove lacks outdoor recreation structures to provide opportunities for short-term use. The Town Center Park will provide an attractive area for tourists to have a picnic, relax outdoors and obtain information on local attractions. This park will serve as a centerpiece for the City's present and long-term development plans to provide support services and structures for tourism development.

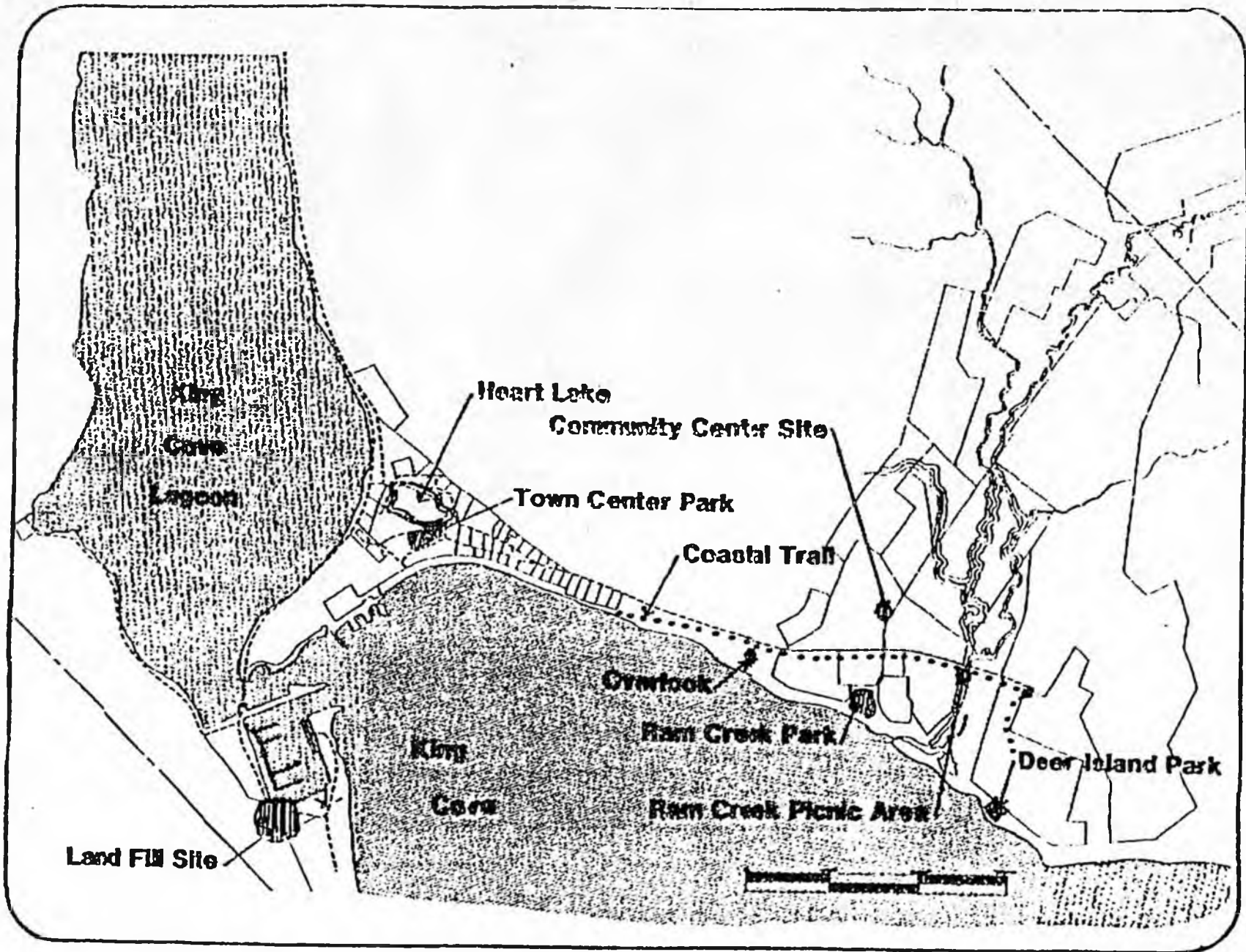
Project Cost: Construction cost of the facilities identified in the project description have been estimated at \$23,500 by the firm of Land Design North. Estimated costs include the following:

o Boardwalk & Fence rail construction	- \$4,500
o Topsoil & Seeding	- \$4,500
o Welcome Sign & Planter	- \$2,500
o Covered Information Board	- \$2,000
o Covered picnic shelter & Tables	- \$10,000

TOTAL \$23,500

Project Schedule: The project will take about 2-3 months to complete once funds have been secured. All project work will be done by local force account labor through the City.

Project Operations/Maintenance: The City will pay all project O&M costs through its general fund monies, and will use its Public Works Department to do the work.



King Cove Park Master Plan

Primary Recreation Sites

Section 35

Project: Newhalen Historic Site Restoration

Location: Newhalen

Amount: \$9,000

Description: See attached material.

ENCLOSURE 10/14/86

The enclosed photographs are pictures of the church of the Holy Transfiguration of Our Lord, at Newhalen Alaska. The Church is located on the land belonging to the Orthodox Church of America, Dioceses of Sitka and all Alaska. The main building was built in 1980 with limited funds donated by the parisheners, the bell tower was built in 1986.

We are now requesting funds to start a community project, to renovate the Holy Transfiguration of Our Lord Church as a tourist attraction. Iliamna and Newhalen are one of Alaska's well known areas for sports fishing and hunting and vacation spots for outside tourists. We are located right in the middle of all surrounding villages and have one of the biggest churches in this area so we have our yearly conferances held here in Newhalen.

Even at the present condition of the Church we have tourists coming and taking pictures. We think that they would be more attracted to the Church if we had it more presentable both inside and outside. The Church does not have insulation on the roof and the floor, the rafters are made with 2 X 4's and are beganing to shage.

With funds made available to renovate the church we would remove the roof and replace with 2 X 6's to strengthen the roof to support the new couplas we wish to built, complete with framing. Also we would have the roof and the flooring insulated to keep heat in and winter cold out. The porch roof needs to be done correctly, when it was rebuilt in 1986 it was done with what ever lumber donated to have it fixed. We would like to have it fixed so that it would be well insulated and built so that it will not drip any rain in when it rains outside. We would also have a storage place made on the north side of the porch and a stand for phamplets and church items for sale.

The inside of the church would be beautified. The roof would be raised to give better icustics the icon screen will be framed. Panneling for the interior will be put on instead of plywood. We also would like to purchase a new stove for heating the building. The stove we now own must be about 20 years old and does not throw off much heat. We would like to buy some lineoleum and rug to keep the floor warm and neater looking.

Once we get the funds to renovate the church it will probably take

3 to 4 months to get it all fixed up the way a nice tourist place
should look and the way the Priest wants his Church to look like.
Thank you for your time and effort in this matter.

Sincerely,

David Askoak
Rev. Fr. David Askoak
Holy Transfiguration of Our Lord Church
Newhalen

(

Renovate Church

2x6 x 18' = 62 pieces @ 7.74	Cost	550.00
1/2' plywood = 20 sheets @ 11.00		820.00
2'x2' window = 7 window @ 20.00		560.00
6 Rolls 16" Framing Insulation @ 50.00		300.00
12 Rolls 12 Framing 76.00		912.00
1 Box - 16lb nails		20.00
1 Box - 8 nails		22.00
Panel		
Alter, C. 9 sheets @ 20.00		180.00
A.W 12 sheets		240.00
(N.E.C 46 sheet		920.00
Nave w. 60. sheets		1200.00
Carpet		700.00
Linoleum		700.00
Vacuum cleaner		500.00

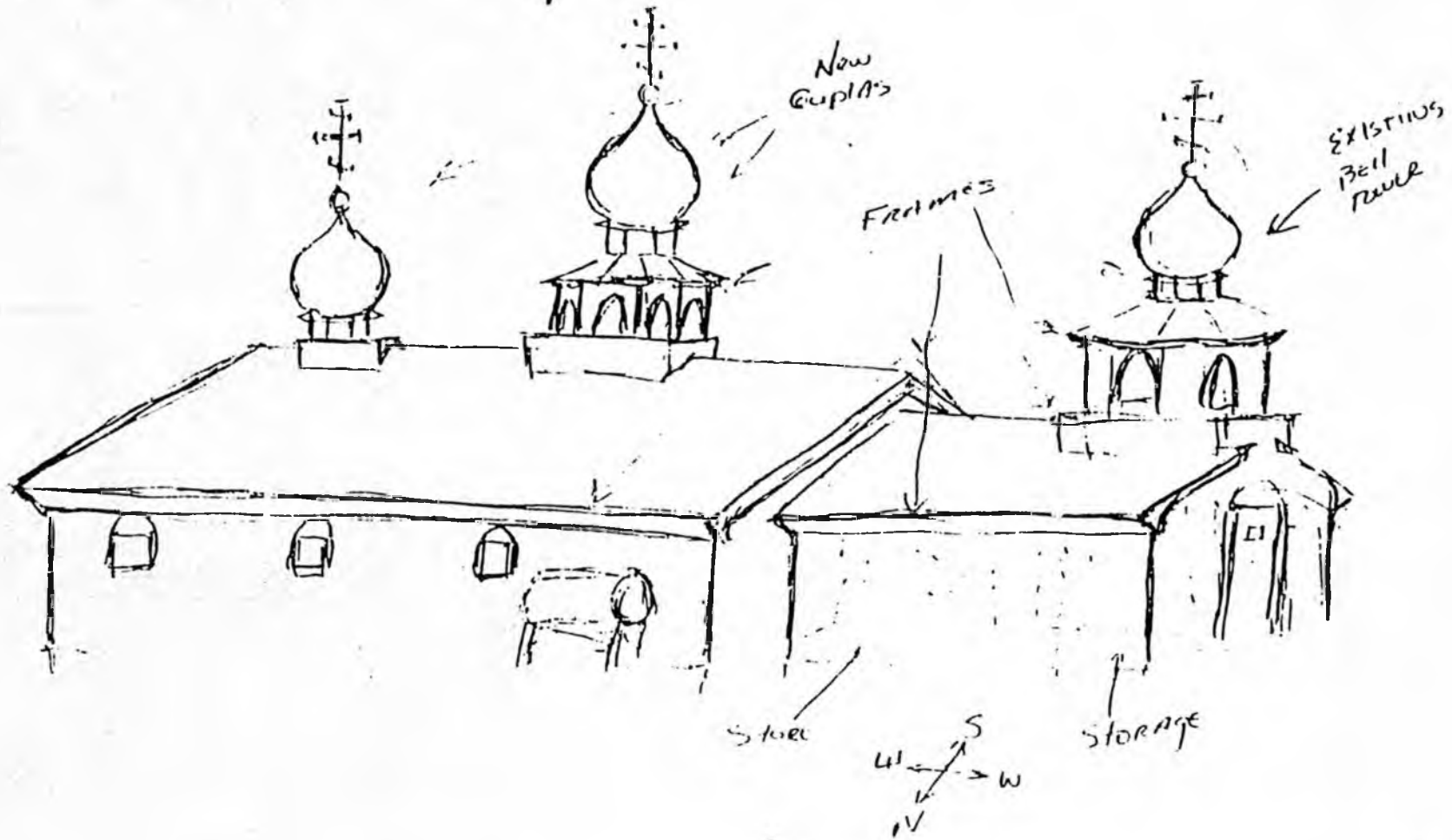
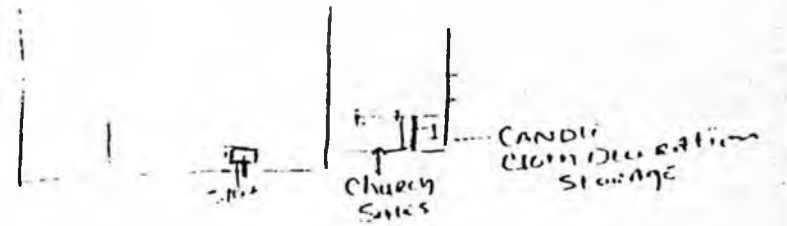
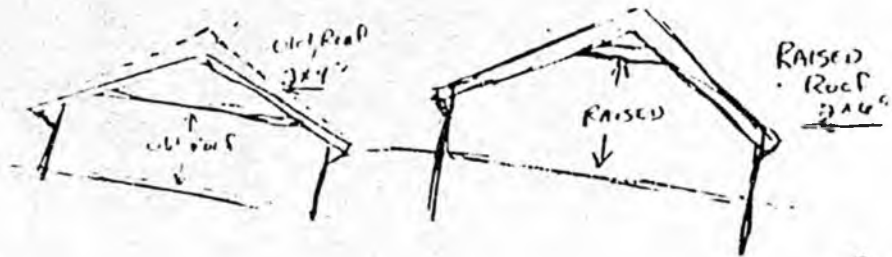
7484.00

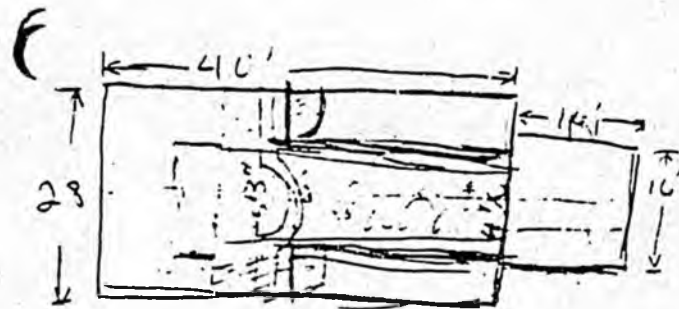
Freight

1500.00

8984.00

(





8 x 15 = 90
4 x 8 = 32



PANEL

Alter 9 Streets 19.00
 A Wls 12 "
 NAVE C 4 1/2 "
 NAVE W 20 "

2x6" x 15' 68 pc. + 7.74

1/2" ply wd = 80 STS 10.27

Windows 24" x 34" = 21.7 40.00

CARPET = \$ 2000.00 (4' x 40')

CARPET CLEANER & VACUUM 500.00

Insulation 6 rolls 16" framing x 12" thick 50.00

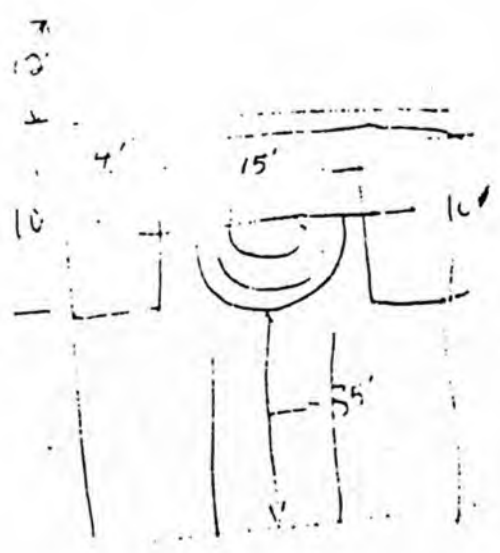
12 rolls 24" framing x 9 1/2" thick 75.00

16/16 Nails 1 Box 20.00

8/16 1 Box 5.50

SHEET ROCK NAILS

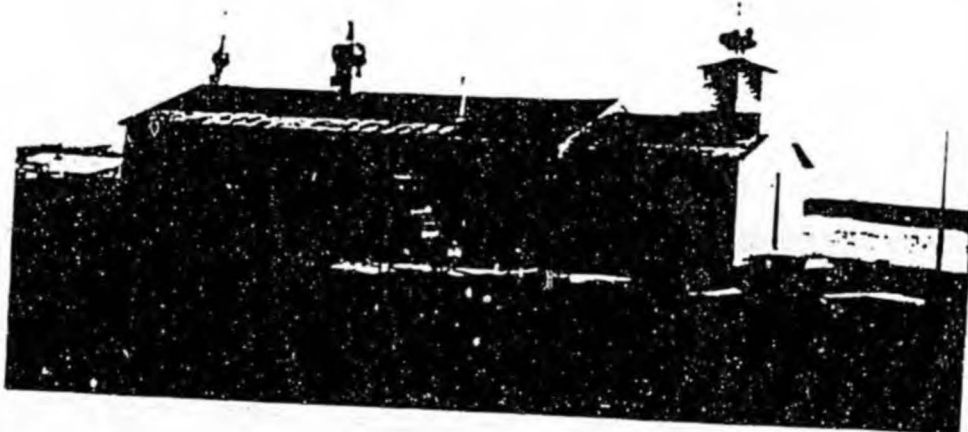
FINISH (PANEL)



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HOLY TRANSFIGURATION OF OUR LORD CHURCH

REV. FR. DAVID ASKOAK
P.O. BOX 225
ILIAMNA, ALASKA 99606

February 3, 1988

Dear Legislators:

If funded the \$ 8984.00 for the renivation of the Holy Transfiguration of Our Lord Church in Newhalen we the church and the parishioners of the Holy Transfiguration Church will be responsible for any bills that are sent to the church, such as any future repairs, electricity, oil to heat the church, etc., The State will not have to worry about any bills that are sent to the church.

Sincerely,

Rev. Fr. David Askoak

Rev. Fr. David Askoak
Pastor of the Holy Transfiguration Church

P.S.

On the budget we asked for 8984.00. I forgot to put in that we would also need fencing for around the church which would total up to \$ 9984.00. \$ 1000.00 for fencing. Thank you.

Newhalen City Council

RECEIVED FEB - 3 1988

P.O. Box 165

Elimna, Alaska 99606

Phone (907) 571-1226

Resolution 88-06

A resolution to support Newhalen Transfiguration Church to obtain funds from the Alaska State Legislature.

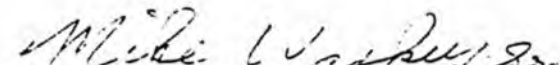
WHEREAS: Newhalen Transfiguration Church is requesting funds to renovate the church for tourist attraction, and.

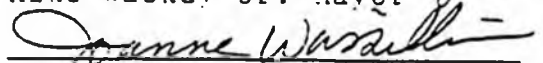
WHEREAS: Newhalen is a well known attraction for sports fishing and hunting., and

WHEREAS: Newhalen's population is 173 and growing. The church needs to be renovated because of poor insulation and leaking from the roof when it rains. The tourist take alot of pictures of our church when they come.

NOW THEREFORE BE IT RESOLVED THAT NEWHALEN CITY COUNCIL HEREBY SUPPORTS THE NEWHALEN TRANSFIGURATION CHURCH IN OBTAINING FUNDS TO RENOVATE THE CHURCH.

PASSED and Approved by a duly constituted quorum of the Newhalen City Council this 3rd day of February 1988.


Mike Waskey Sr. Mayor


Joanne Wassillie -City Clerk

Section **36**

Project: Togiak Marine Tourism Center

Location: Togiak

Amount: \$48,450

Description: See attached material.

TOGIAK CITY COUNCIL

P.O. Box 99
Togiak, Alaska 99678
(907) 493-6820

RECEIVED JAN 27 1988

1007 W. 3rd Ave. #201
Anchorage, Alaska 99501

January 26, 1988

Representative Adelheid Herrmann
House District 26
Box V
Juneau, Alaska 99811

Dear Representative Herrmann:

The City of Togiak is excited to participate in tourist-related projects for the region.

TITLE: Marine Tourism Center

OBJECTIVE: Construction of a public boat launching ramp and adjacent tour embarkation facility. The facility would provide easy launching for small craft to transport visitors to Round Island, Wallus Island, Togiak National Wildlife Refuge and the Togiak River. This project would provide seed money for a central tourist facility in Togiak. Small tour boats could leave from this facility. The spinoff effects include the provision of locally operated eating establishments and the sale of local crafts.

RELATION TO OTHER PROJECTS: Facility may be constructed in tandem with fishery wharf currently under construction since labor and equipment would already be mobilized.

NUMBER OF CONSTRUCTION JOBS: Five short-term construction jobs. Completion of this project could lead to several year-round positions.

BUDGET: Materials (Gravel): \$3/yard x 3500 yards = \$10,500
Labor:

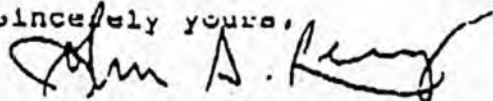
2 Drivers \$18/hr. x 175 hours = \$6300
2 Laborers \$12/hr. x 175 hours = \$4200

Equipment Rental (2 Dumptrucks) \$150/hr. x 175 hours = \$25,250
Pavilion (Including Tables) = \$1200

TOTAL PROJECT COSTS = \$48,450

Please call me at 274-7555 if I can provide you with any further information or if I can clarify any of the above-listed costs.

Sincerely yours,



TOGIAK CITY COUNCIL

P.O. Box 99
Togiak, Alaska 99678
(907) 493-5820

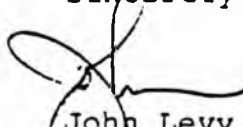
February 2, 1988

Rena Buckavich
Representative Adelheid Herrmann
Pouch V
Juneau, Alaska 99811

Dear Rena:

As you requested I am sending you the attached supplemental information regarding Togiak's proposed Marine Tourism Center. Under separate cover I am sending you a resolution endorsing the project by the Togiak City Council. Should you have any further questions give me a call.

Sincerely yours,



John Levy
City Administrator
1007 W. 3rd., Suite 201
Anchorage, Alaska 99501
274-7555

cc: Steven Gossuk, Mayor

TOGIAK MARINE TOURISM CENTER

I. PROJECT DESCRIPTION

Construction of a public boat launching ramp and surrounding park to serve as the focal point for tourism opportunities in the area. From the park small boats will transport visitors to Walrus Island, Round Island, Togiak National Wildlife Refuge and the Togiak River.

II PROJECT READINESS

Engineering may begin immediately following confirmation of funding. Engineering costs will be absorbed by the City of Togiak. Construction can start May 1, 1988 to coincide with completion of the Togiak Fisheries Wharf.

III. TIMING OF DEVELOPMENT

Confirmation of funding - Engineering

May 1 - Start up of Marine Tourism Facility and completion of Fisheries Wharf. (Date is contingent on absence of ice in slough).

June 1 - Completion of Marine Tourism Facility in time for beginning of tourism season.

IV. LONG TERM OPERATION AND MAINTENANCE IMPLICATIONS FOR THE STATE.

None. The City of Togiak will assume all costs.

V. PRESENT LEVEL OF USE AND NEED FOR BASIC MAINTENANCE.

Minimal. Occasionally the ramp will need to be graded. Litter pick-up at the park will be accomplished by community service workers.

VI. ECONOMIC IMPACT OF PROJECT.

This project is important in that it works to diversify the local commercial fishing and subsistence economy. Currently, tourists to nearby wildlife refuges fly into Togiak Fisheries (located across Togiak Bay from the City and inaccessible save by air) to charter boats. Togiak Fisheries is a seafood processing plant and has limited space for accommodating visitors.

Funding of the Marine Tourism Center would bring visitors into the community where they could more directly purchase local goods (crafts, food) and thereby leave more money in the community.

Additionally, the Center itself would draw more visitors into the area because it would serve as a central base for visitor operations for the entire area (e.g. Goodnews Bay, Quinagak, etc.)

Section 37

Project: Naknek Museum

Location: Naknek

Amount: \$15,000

Description: See attached material.

Bristol Bay Museum

STATEMENT OF PURPOSE

The Bristol Bay Museum is owned and operated by the members of the Bristol Bay Historical Society, a non-profit organization. The purpose of the historical society is to record and preserve the history of the peoples of the Naknek-Kvichak River drainage area of the Bristol Bay region in Alaska. Among the functions of the Bristol Bay Historical Society are maintaining a museum and collection, providing public information through programs and publications, carrying on research including oral histories, interviews and collection of documents, photographs, manuscripts, publications and objects.

The scope of the museum collection covers the Naknek-Kvichak River drainage from prehistoric man to present. The collection is composed of items related to canneries and the fishing industry, as well as the life style of the peoples of Bristol Bay.

SCOPE OF WORK

The type of work to be done at the Bristol Bay Museum lies in three areas: interior and exterior building upgrades, and an outdoor exhibit platform.

Inside the museum, a new heating system needs to be installed. The present system is a large oil stove, which over-heats the facility when it is turned on. The stove has backfired in the past, covering the museum with soot. Oily vapors from the stove could damage the collection.

The old linoleum floor in the museum needs to be torn up so that insulation can be laid. After replacing the floor, durable carpeting should be laid to minimize the amount of dust which collects throughout the year

The exterior of the building also needs to be upgraded. Styrofoam insulation needs to be applied to the walls, and siding must be placed over the insulation. In addition, the exterior must be painted. This will greatly improve the museum's heat efficiency and appearance.

The historical society wants to erect an outdoor platform to display a double-ender sailboat donated to the museum. The foundation for the platform will be a concrete pad, upon which wood pilings will be placed to simulate a dock. The platform will be covered to keep rain and snow from filling the boat.

COSTS

Interior Upgrade

Heating System	\$1,000
Flooring, insulation, carpeting	\$2,000

Exterior Upgrade

Insulation, siding, painting	\$5,000
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Exhibit Platform

Concrete, pilings, lumber	\$3,000
---------------------------	---------

Labor-All Projects	\$4,000
--------------------	---------

TOTAL	\$15,000
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F
Funds may be remitted to Bristol Bay Historical Society,
P.O. Box 136, Naknek, AK 99633. Attn: Peter Hill,
President.

PROJECT READINESS AND TIMING DEVELOPMENT

The interior and exterior building upgrades can be started immediately. Materials and labor are available locally. We expect the upgrade projects to be completed within four months after they have begun.

E
The exhibit platform must be begun during the late spring, summer, or early fall, to avoid problems created by freezing temperatures. Once the cement pad has been poured, the platform can be completed within two months.

LONG TERM OPERATION AND MAINTENANCE COSTS FOR STATE

The Bristol Bay Museum is a self supporting museum. The state will bear no responsibility for operating or maintaining the facility.

PRESENT LEVEL OF USE

During 1987, three hundred visitors toured the Bristol Bay Museum. Many school teachers utilize the museum, bringing their classes on field trips to the facility. The museum was used as a research tool for a high school oral history class this year, as well.

The museum is a regular stop for tour groups. Next year, a local hotel working with Westours plans to increase its use of the museum. The museum is used for historical society meetings, and last year the building was featured on a segment of Jay Hammond's Alaska.

NEED FOR BASIC MAINTENANCE

Due to the inadequate heat from the present system the museum cannot be comfortably used during the fall, winter, and many of the spring months. School classes interested in the museum must make abbreviated visits because of the cold, or contact a historical society member to burn on the stove several hours prior to the visit.

Lack of insulation in the building and the inadequacy of the stove cause the building temperature to fluctuate. This fluctuation could gradually damage the collection.

An exhibit platform will not only enhance the aesthetic presentation of the sailboat, but also keep it from filling with rain, snow, and ice which could cause the condition of the sailboat to deteriorate.

ECONOMIC IMPACT

The projects outlined in this proposal will have a beneficial economic impact on the community. The upgrade and construction will provide temporary jobs for one or more residents. The materials will be purchased from local businesses. More important, the improved museum will enhance tourism, an item of growing concern to local business people. In addition, the increased attractiveness of the museum will help the self supporting facility generate more revenue.

APPROPRIATENESS OF STATE INVESTMENT

Naknek is the center of the salmon fishing industry, which is vital to the state's economy. The Bristol Bay

Museum records and preserves the history of this great industry. This area is rich in history and culture, which needs to be preserved as an integral part of Alaska's history. In addition, the museum is an educational resource for local school children, showing them the past and the paths of the future. It is very appropriate for the state to invest in the Bristol Bay Museum, which preserves the past for the people of the region and the state.

BRISTOL BAY HISTORICAL SOCIETY INC
FOR PRESERVING WAYS OF LIFE,
LANGUAGE AND RECORDS OF THE PAST
BOX 138
NAKNEK, ALASKA 99633

February 1, 1988

Dear Sir or Madam,

We, the undersigned members of the Bristol Bay Borough community, support the existence and activities of the Bristol Bay Historical Society and museum. The building upgrade and exhibit platform proposed by the historical society will improve the museum and benefit the community. We support their application.

Wayd. Slick

~~John W. Thibault~~

~~Wayd. Slick~~

Kenneth Koon

James M. Haswell

~~Michael D.~~

Paul Pike

~~John D.~~

Robert E. Mitchell

Sam O. Clark

Emma Vurich

Godwin Windley

Ron Morrison

Paul E. Morrison

Eileen Severen

Daniel R. Lox

John C. Knutsen Sr.

Susan A. Kunder

Greg Kunder

Larry Bradley

~~John D.~~

~~John D.~~

~~John D.~~

Cheri Scott

G. Kuffner

M. Kuffner

Art Olson

Ray White

Buddy Thompson

Sue & Grant

Elizabeth

Arthur Hill

Anthony M. Chambless

BRISTOL BAY HISTORICAL SOCIETY, INC.

FOR PRESERVING WAYS OF LIFE,
LANGUAGE AND RECORDS OF THE PAST

BOX 138
NAKNEK, ALASKA 99812

Fatty Lawrence
Jimmie Hollbrook

Stephen Smith
John R. ...

Maria ...
Terri Beaulieu

Sally Backus
Arl ...

Olav O. Anderson

Edwin M. ...

Arvid N. ...

Oscar Mousen

White Skapsrud

Al W. ...

Laurie Anderson

William ...
Michelle Aspelund

Shedra ...

Robert ...

P.H. Brackbush

Boye ...

Orane Bakun

Jill A. Krieger

Dean ...

Tony ...

Marty ...

Kelli Swanson

Peter E. Bakun

Kitty Wilson

Lance Jones

James Huff

Judy A. O'Hara

Mary K. Olson

S. ...

Suzanne Mandorf

... Wilson

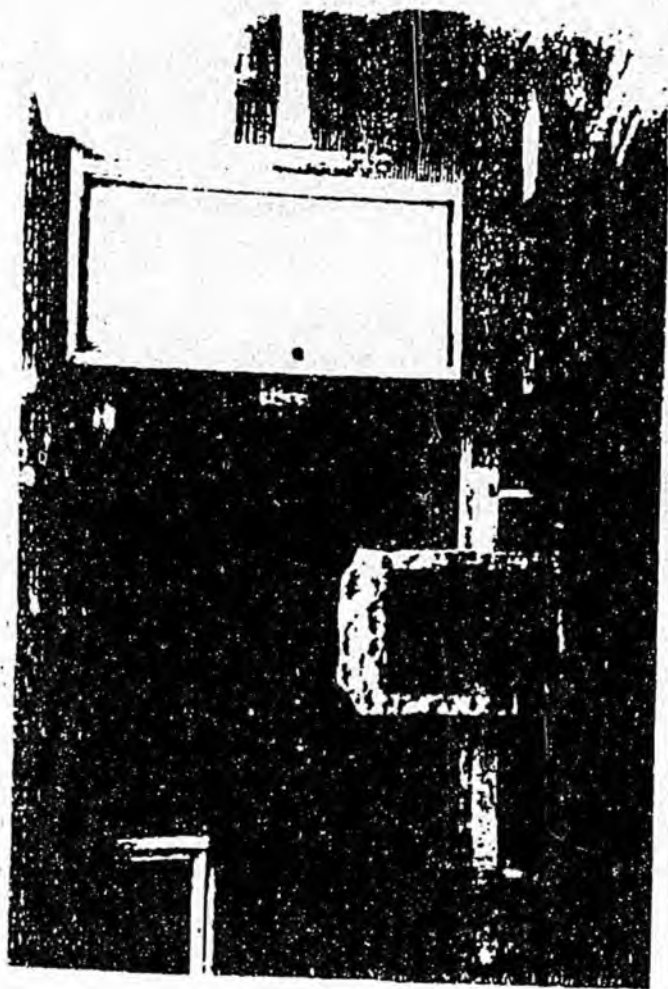
Laurent M. Knutsen

Phyllis Kehler

Mary Lou ...

Roberta ...

... E. Blom



3

3

3

Project #38: ALASKA CONSERVATION CORPS

Location: 36 miles east of Fairbanks

Senate District: K

House District: 19

Amount: \$225,000 (\$175,000 operations)

Description: This funding would reestablish the Alaska Conservation Corps (ACC) "Twin Bears" residential camp in the Chena River State Recreation Area near Fairbanks eliminated by FY'86-87 budget reduction. It would provide for staffing and operational expenses for an eight week session for 40 Alaskan youths, mostly from smaller Alaska communities.

This job-oriented camp accomplishes varied tasks such as construction and maintenance of trails, brushing of roadsides, facility maintenance, including refurbishing tables, barrier posts, guardrails, toilets, and shelters; landscaping use areas or correcting and rehabilitating erosional problems.

Funding would also provide for the upgrade and refurbishment of deteriorating camp buildings, and relocating a water well to meet necessary DEC standards.

Justification: This work-oriented camp provides an excellent opportunity for youths from small isolated communities to experience a new area, gain valuable outdoor and construction skills, as well as develop valuable work ethics. Services provided to the public by ACC's labors are small in comparison to the enriching values these young people acquire by learning to work together, appreciating the outdoors and natural resources, and becoming better citizens and active contributors to society.

Section **39**

Project: City of Soldotna/Boardwalks

Location: Soldotna

Amount: \$300,000

Description: See attached material.

City of Soldotna

P.O. Box 409 • 177 North Birch • Soldotna, Alaska 99669 • Phone: 262-9107



February 24, 1988

Mike Navarre
P.O. Box V
Juneau, Alaska 99811

C.E. Swackhammer
P.O. Box V
Juneau, Alaska 99811

Re: HB 423

Dear Mike and Swack:

In response to a phone call I received from Pat Malone this afternoon, I am submitting some additional information regarding Soldotna's request for you to consider adding \$400,000 for the construction of a Kenai River Boardwalk at Soldotna Creek Park when HB 423 moves through the various House committees. The appropriation should be made directly to the City of Soldotna through the Department of Administration, rather than to the Department of Natural Resources because DNR generally sticks us with a 10% charge for administration of grants.

I have previously forwarded a copy of the plans to each of you. The plans show the alignment of the project and a typical boardwalk section. The walkway would run along the boundary of Soldotna Creek Park from the old "homestead spring" along the banks of Soldotna Creek and the Kenai River to the Department of Transportation property.

The project is intended to restore and protect the habitat along the river where the soil is eroding due to heavy bank fishing.

We completed \$152,000 worth of upland improvements at Soldotna Creek Park last fall by installing a trail system and picnic facilities. Foot traffic along the creek and the river is expected to increase considerably when our visitors to the park "discover" the fishing hole at the mouth of Soldotna Creek.

The \$400,000 grant request is based upon the following cost estimates:

Riverside Boardwalk 1,460 L.F. @ \$150/L.F.	219,000
Elevated Deck & Seat Areas 425 L.F. @ \$300/L.F.	127,500
Covered Pavilion & Stairs to Elevated Decks	30,500
Signboards & Fish Cleaning Stations	8,000
Construction Inspection	<u>15,000</u>
	\$ 400,000

We thank you for your consideration of this request. Please call me if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Underkoffler".

Richard Underkoffler
Soldotna City Manager

A handwritten mark or stamp in the bottom right corner of the page, possibly a date or initials.

Section . 40

Project: City of Homer

Location: Homer

Amount: Homer Bypass/RV Dump Station

Description: See attached material.



CITY OF HOMER

1989 CAPITAL IMPROVEMENT PROJECTS/ LEGISLATIVE REQUESTS

Project Title: Bypass Park/RV Dump Station

Utility

Structure/
Facility

Road

Repair/
Maintenance

Capital Request: \$178,000.

Equipment

Service

Description and Objective:

The object of this project is to design and construct a park and a trail to facilitate day-use, hikers, and recreational vehicles. The project also involves construction of a sanitary dump station for recreational vehicles and restroom for visitors. The project is located at the intersection of the Sterling Highway, Homer Bypass Road and Lake Street, one of the most heavily traveled and highly visible intersections in Homer, especially during the summer months.

Benefit:

The benefit of this project would be to provide a needed recreational dumping facility and restroom for visitors, which ultimately enhances economic development. This facility would also alleviate the high demand for a day-use facility in the area between the Spit and the Central Business District.

Schedule:

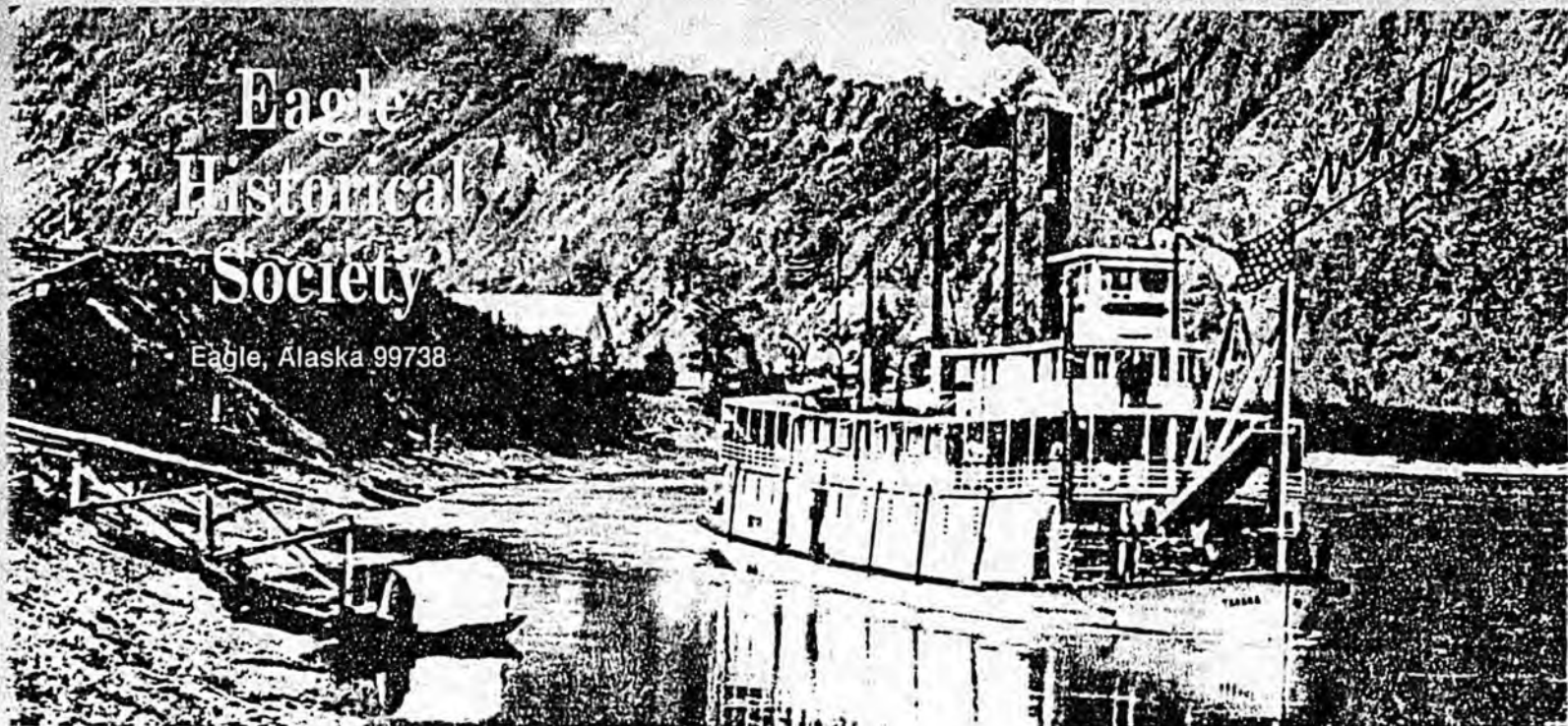
Planning/Design - 1988
Construction - 1989

Contact: John P. Calhoun, Mayor 235-8741

Phillip C. Shealy, City Manager 235-8121

Eagle Historical Society

Eagle, Alaska 99738



3 MARCH 1988

ALBERT P. ADAMS, CHAIRMAN
FINANCE COMMITTEE
ALASKA HOUSE OF REPRESENTATIVES
P. O. BOX V
JUNEAU, ALASKA 99811

DEAR REPRESENTATIVE ADAMS,

I AM WRITING TO YOU REGARDING HOUSE BILL NO. 423 TO DEVELOP TOURISM AND RECREATION FACILITIES. THE EAGLE HISTORICAL SOCIETY SUPPORTS THE BILL EXCEPT SECTION 27 WHICH APPROPRIATES \$688,000 TO PURCHASE, PRESERVE AND RELOCATE AN HISTORIC GOLD DREDGE TO TOK. WE OBJECT TO MOVING HISTORIC ARTIFACTS FROM THEIR SITES TO UNRELATED AREAS. THIS MOVE WOULD DETRACT FROM PRESENT HISTORIC GROUPS WHO ARE WORKING HARD TO ATTRACT TOURISTS TO THEIR AREAS. WE DO NOT OBJECT TO THE PURCHASE AND PRESERVATION OF THE DREDGE, AS LONG AS IT IS LEFT IN THE FORTYMILE MINING AREA NEAR ITS TAILING PILES. TOURISTS ALREADY HAVE THE OPPORTUNITY TO SEE A DREDGE IN ACTION AT BOTH DAWSON AND FAIRBANKS WHERE THEY ARE WELL INTERPRETED IN THEIR ORIGINAL SITES.

SINCERELY,

Elva R. Scott

ELVA R. SCOTT
PRESIDENT



Official Business


Alaska State Legislature

HOUSE OF REPRESENTATIVES

Committee on Finance

P.O. Box V
State Capitol
Juneau, Alaska 99811

TO: Representative Sam Cotten

FROM: Representative Kay Brown 

DATE: February 18, 1988

SUBJ: HB 423 - Proposed Resources Committee Substitute

On the basis of requests by other House members regarding specific project changes; a review of House Bill 512 (the "jobs" bill); and in the interest of trying to accommodate the inclusion of some additional projects for rural areas, I would recommend that the following changes be made in a Resources Committee Substitute.

A marked up version of HB 423 is attached which shows the proposed changes.

Section 11: Eagle River Visitor Center

Wording change - to read: "improvements to the Eagle River Visitor Center building."

Comment: This would clarify the scope of work for this project and eliminate any ambiguity regarding the relationship to the jobs bill appropriation.

Section 13: Peter's Creek

Eliminate this section.

Comment: The jobs bill includes \$280,000 in funding for the redevelopment of the Municipality of Anchorage's Peter's Creek Campground.

Section 16: Haines State Parks - Chilcoot Lake/Chilkat Park

Reduced appropriation: from \$250,000 to \$200,000.

Comment: The "jobs" bill includes \$50,000 for this project.

Section 17: Castle Hill Historic Site

Reduced appropriation: from \$210,000 to \$100,000.

Comment: The "jobs" bill includes \$120,000 of physical improvements for this project.

Section 20: DNR/Interpretive Signs

Wording change - to read: "for the development of highway interpretive signs."

Comment: This change in phrasing would allow the Department to actually proceed with the development of signs (rather than just development of a sign program).

Section 21: Riverboat Nenana

Reduced appropriation - from original \$100,000 down to \$25,000.

Comment: The Fairbanks Historical Preservation Foundation has asked for a grant of \$150,000 for the Riverboat Nenana project. The "jobs" bill includes a grant of \$125,000.

Section 23: Aviation Heritage Museum

Change in scope of work and amount of appropriation to read: "The sum of \$160,000 is appropriated... for renovation and construction of the Alaska Aviation Heritage Museum."

Comment: The recent formation of a utility service district that encompasses the Alaska Aviation Heritage Museum property will provide for the development of a waterline. This rephrasing of the project scope would provide that funds could be applied to other aspects of the museum development effort.

Section 24: Chilkat Eagle Observatory/Cultural Center

Wording change - to read: "The sum of \$1,500,000 is appropriated from the general fund to the Department of Education for final engineering and construction plans, working drawings, site preparation, environmental assessment, and facility and exhibit construction of the Klukwan Bald Eagle Observatory and Cultural Heritage Center at Klukwan."

Comment: This language change would clarify the scope of the work contemplated by the appropriation.

Section 28: Visual Arts Center of Alaska

Eliminate this section.

Comment: This project was included in the "jobs" bill.

NEW PROJECTS FOR RESOURCES CS

New sections should be added to the bill as described below.

New Section: Yugtarvik Museum/Yup'ik Cultural Center

The sum of \$545,000 is appropriated from the general fund to the Department of Education for the Yugtarvik Museum and Yup'ik Cultural Center in Bethel with allocations of:

- museum design and development \$500,000
- purchase, preservation of artifacts \$ 25,000
- development of wildlife display \$ 20,000

Introduced: 2/1/88
Referred: Resources and
Finance

5-1739A

Funding Information
General Fund \$9,990,925
Other Funds -0-
\$9,990,925

BY BROWN, ELLIS, RIEGER,
SWACKHAMMER, NAVARRE, DAVIS,
ULMER, DAVIDSON, COTTEN,
BOYER, DONLEY, GOLL, POURCHOT,
LARSON, BOUCHER, HERRMANN,
GRUSSENDORF, MENARD, GRUENBERG,
SHULTZ, SPRINGER, PHILLIPS,
SUND, ZAWACKI AND COLLINS

1 IN THE HOUSE

2

HOUSE BILL NO. 423

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6 For an Act entitled: "An Act making appropriations for tourism and recre-
7 ation related capital projects, grants, and expenses
8 of state government; and providing for an effective
9 date."

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

11 * Section 1. The sum of \$250,000 is appropriated from the general fund
12 to the Department of Natural Resources for facilities rehabilitation and
13 improvements at the Quartz Lake Recreation Area.

14 * Sec. 2. The sum of \$210,000 is appropriated from the general fund to
15 the Department of Natural Resources for trailheads and a cabin at the Chena
16 Recreation Area.

17 * Sec. 3. The sum of \$50,000 is appropriated from the general fund to
18 the Department of Natural Resources for facilities rehabilitation and
19 improvements at the Chena River Recreation Site.

20 * Sec. 4. The sum of \$50,000 is appropriated from the general fund to
21 the Department of Natural Resources for the completion of the right-of-way
22 of the Chena Hot Springs Trail.

23 * Sec. 5. The sum of \$250,000 is appropriated from the general fund to
24 the Department of Natural Resources for access, facilities rehabilitation,
25 and improvements at the Birch Lake Recreation Site.

26 * Sec. 6. The sum of \$150,000 is appropriated from the general fund to
27 the Department of Natural Resources for facilities rehabilitation and
28 improvements at the Dry Creek Recreation Site.

29 * Sec. 7. The sum of \$200,000 is appropriated from the general fund to

1 the Department of Natural Resources for facilities rehabilitation and
2 improvements at the Buskin River Recreation Site and the Fort Abercrombie
3 State Historic Park.

4 * Sec. 8. The sum of \$200,000 is appropriated from the general fund to
5 the Department of Natural Resources for facilities rehabilitation and
6 improvements at the Finger Lake Recreation Site.

7 * Sec. 9. The sum of \$900,000 is appropriated from the general fund to
8 the Department of Natural Resources for facilities rehabilitation and
9 improvements at the Hatcher Pass Public Use Area and Independence Mine
10 State Historic Park.

11 * Sec. 10. The sum of \$200,000 is appropriated from the general fund to
12 the Department of Natural Resources for feasibility analysis and site
13 selection for the South Denali Project.

14 * Sec. 11. The sum of \$300,000 is appropriated from the general fund to
15 the Department of Natural Resources for facilities rehabilitation and
16 improvements ^{To} at the Eagle River Visitor Center ^{building}.

17 * Sec. 12. The sum of \$670,000 is appropriated from the general fund to
18 the Department of Natural Resources for access, facilities rehabilitation,
19 and improvements at the Chugach State Park.

20 ~~* Sec. 13. The sum of \$180,000 is appropriated from the general fund to~~
21 ~~the Department of Natural Resources for access development at Peter's~~
22 ~~Creek.~~

23 * Sec. 14. The sum of \$350,000 is appropriated from the general fund to
24 the Department of Natural Resources for development of interpretive board-
25 walks at the Kenai River.

26 * Sec. 15. The sum of \$1,000,000 is appropriated from the general fund
27 to the Department of Natural Resources for site acquisition and initial
28 development at Whiskey Gulch and for acquisition, rehabilitation, and
29 improvements for sport fishing access to the waters of the Kenai Peninsula.

1 * Sec. 16. The sum of ~~\$250,000~~ ^{\$ 200,000} is appropriated from the general fund to
2 the Department of Natural Resources for facilities rehabilitation and
3 improvements at Chilkoot Lake Recreation Area and Chilkat State Park.

4 * Sec. 17. The sum of ~~\$210,000~~ ^{\$ 100,000} is appropriated from the general fund to
5 the Department of Natural Resources for improvement of access and interpre-
6 tive facilities at the Castle Hill Historic Site.

7 * Sec. 18. The sum of \$200,000 is appropriated from the general fund to
8 the Department of Natural Resources for a totem carving program at Totem
9 Bight State Historic Park.

10 * Sec. 19. The sum of \$100,000 is appropriated from the general fund to
11 the Department of Natural Resources for grants for historic preservation
12 projects under AS 41.35.040.

13 * Sec. 20. The sum of \$25,000 is appropriated from the general fund to
14 the Department of Natural Resources for the development of ~~highway inter-~~
15 ~~pretive sign program~~ ^{highway inter-}

16 * Sec. 21. The sum of ~~\$100,000~~ ^{\$ 25,000} is appropriated from the general fund to
17 the Department of Natural Resources for payment as a grant under AS 37.-
18 05.316 to the Fairbanks Historic Preservation Foundation for preservation
19 and rehabilitation of the Riverboat Nenana.

20 * Sec. 22. The sum of \$50,000 is appropriated from the general fund to
21 the Department of Transportation and Public Facilities for tourism and
22 recreation related highway signs and informational and interpretive mate-
23 rials.

24 * Sec. 23. The sum of \$160,000 is appropriated from the general fund to
25 the Department of Education for ~~the waterline project~~ ^{renovation and construction} at the Alaska Avia-
26 tion Heritage Museum.

27 * Sec. 24. The sum of \$1,500,000 is appropriated from the general fund
28 to the Department of Education for ~~development of the Chilkat Eagle Obser-~~
29 ~~vatory and Cultural Center (Phase II) at Klukwan.~~

HB0423A

HB 423

final engineering and construction plans, working
drawings, site preparation, environmental
assessment and facility and exhibit construction
of the Klukwan Bald Eagle Observatory and Cultural
Heritage Center at Klukwan.

1 * Sec. 25. The sum of \$50,000 is appropriated from the general fund to
2 the Department of Education for a feasibility study of a state maritime
3 museum in Ketchikan.

4 * Sec. 26. The sum of \$167,400 is appropriated from the general fund to
5 the Department of Fish and Game for the development of tourist-related
6 facilities at the following state hatcheries and in the amounts listed:

7	Crooked Creek Hatchery	\$22,000
8	Fort Richardson Hatchery	25,000
9	Elmendorf Hatchery	37,200
10	Big Lake Hatchery	25,200
11	Deer Mountain Hatchery	32,000
12	Klawock Hatchery	26,000

13 * Sec. 27. The sum of \$688,000 is appropriated from the general fund to
14 the Department of Commerce and Economic Development for payment as a grant
15 under AS 37.05.316 to the Tok Umbrella Corporation for the purchase, pres-
16 ervation, and relocation of an historic gold dredge to Tok.

17 ~~* Sec. 28. The sum of \$350,000 is appropriated from the general fund to~~
18 ~~the Alaska State Council on the Arts for payment as a grant under AS 37.~~
19 ~~05.316 to the Visual Arts Center of Alaska for renovation of the Visual~~
20 ~~Arts Center building.~~

21 * Sec. 29. The sum of \$490,000 is appropriated from the general fund to
22 the Department of Administration for payment as a grant under AS 37.05.315
23 to the City and Borough of Juneau for relocation and rehabilitation of the
24 Juneau City Museum.

25 * Sec. 30. The sum of \$100,000 is appropriated from the general fund to
26 the Department of Administration for payment as a grant under AS 37.05.315
27 to the Matanuska-Susitna Borough for development of road access to the
28 Willow Creek State Recreation Area.

29 * Sec. 31. The sum of \$160,400 is appropriated from the general fund to

1 the Department of Administration for payment as a grant under AS 37.05.315
2 to the City of Nome for the purposes expressed and in the amounts listed:

3	Airport signs	\$ 7,000
4	Cemetery clean up	45,000
5	Visitor center improvements	2,000
6	Seawall sidewalk/platform	25,000
7	King Island stairways	20,000
8	King Island boat launch	20,000
9	Lindeblom Cabin	41,400

10 * Sec. 32. The sum of \$55,000 is appropriated from the general fund to
11 the Department of Administration for payment as a grant under AS 37.05.315
12 to the City of Dillingham for the Snake Lake access road.

13 * Sec. 33. The sum of \$54,175 is appropriated from the general fund to
14 the Department of Administration for payment as a grant under AS 37.05.315
15 to the City of Unalaska for a rotating pictorial display.

16 * Sec. 34. The sum of \$23,500 is appropriated from the general fund to
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18 to the City of King Cove for a town center park.

19 * Sec. 35. The sum of \$9,000 is appropriated from the general fund to
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21 to the City of Newhalen for historic site renovation.

22 * Sec. 36. The sum of \$48,450 is appropriated from the general fund to
23 the Department of Administration for payment as a grant under AS 37.05.315
24 to the City of Togiak for a marine tourism center.

25 * Sec. 37. The sum of \$15,000 is appropriated from the general fund to
26 the Department of Administration for payment as a grant under AS 37.05.315
27 to the Bristol Bay Borough for improvements to the Naknek museum.

28 * Sec. 38. The sum of \$225,000 is appropriated from the general fund to
29 the Department of Natural Resources for the operation of the Youth

1 Conservation Corps program for the fiscal year ending June 30, 1989.

2 * Sec. 39. The appropriations made by secs. 1 - 18, 20, and 22 - 26 of
3 this Act are for capital projects and are subject to AS 37.25.020.

4 * Sec. 40. The unexpended and unobligated portion of the appropriations
5 made by secs. 19 and 38 of this Act lapse into the general fund June 30,
6 1989.

7 * Sec. 41. This Act takes effect July 1, 1988.



Alaska State Legislature

HOUSE OF REPRESENTATIVES
COMMITTEE ON RESOURCES

POUCH V
JUNEAU, ALASKA 99811
(907) 485-3715

MEMORANDUM

February 23, 1988

TO: Rep. Sam Cotten, Co-Chair
Rep. Adelheid Herrmann, Co-Chair
Resources Committee members

FROM: Ned Farquhar, staff *Ned*

SUBJECT: HB 423 (Tourism projects)

A draft CS of the tourism bill (HB 423) has been prepared and distributed to committee members.

The changes were suggested by Rep. Brown, the sponsor; Rep. Rieger; and Rep. Navarre. This memorandum describes the changes already embodied in the draft CS and some additional proposals.

Changes in the draft CS

Sec. 11: Revised language

Sec. 13: Deletion of Peters Creek project; insertion of new project at Alaska Zoo, proposed by Rep. Rieger (net reduction of \$130,000)

Sec. 16: Reduced appropriation (net reduction of \$50,000)

Sec. 20: Reduced appropriation (net reduction of \$110,000)

Sec. 21: Reduced appropriation (net reduction of \$75,000)

Sec. 23: Revised language

Sec. 24: Revised language

Sec. 28: Deletion of visual arts project; insertion of museum and cultural center at Bethel (net increase of \$195,000)

page two

Proposed additions not vet included in the CS

Rep. Navarre has proposed refining the language in Sec. 15 of the bill and adding two new sections. His proposal is attached and will be presented to the Committee as a formal amendment when the bill is before the Committee.

Please let me know if you need anything on this bill.

cc: Rep. Brown
Eric Myers
Pat Malone

Amendments to CSHB 423 (Resources) By Navarre

Page 2, line 27:

delete \$1,000,000 - replace with \$522,000.

Page 5, insert the following sections:

* Sec. 38. The sum of \$300,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Soldotna for construction of a Kenai River Boardwalk at Soldotna Creek Park.

* Sec. 39. The sum of \$178,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Homer for design and construction of the Homer Bypass Park/RV Dump Station.

Renumber remaining sections accordingly, and amend current Sec. 40 to reflect this change.

Offered: 2/29/88
Referred: Finance

5-1739B

Original Sponsors: Brown, Ellis,
Rieger, et al.

Funding Information
General Fund \$9,920,925
Other Funds -0-
\$9,920,925

1 IN THE HOUSE BY THE RESOURCES COMMITTEE

2 CS FOR HOUSE BILL NO. 423 (Resources)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making appropriations for tourism and recre-
7 ation related capital projects, grants, and expenses
8 of state government; and providing for an effective
9 date."

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

11 * Section 1. The sum of \$250,000 is appropriated from the general fund
12 to the Department of Natural Resources for facilities rehabilitation and
13 improvements at the Quartz Lake Recreation Area.

14 * Sec. 2. The sum of \$210,000 is appropriated from the general fund to
15 the Department of Natural Resources for trailheads and a cabin at the Chena
16 Recreation Area.

17 * Sec. 3. The sum of \$50,000 is appropriated from the general fund to
18 the Department of Natural Resources for facilities rehabilitation and
19 improvements at the Chena River Recreation Site.

20 * Sec. 4. The sum of \$50,000 is appropriated from the general fund to
21 the Department of Natural Resources for the completion of the right-of-way
22 of the Chena Hot Springs Trail.

23 * Sec. 5. The sum of \$250,000 is appropriated from the general fund to
24 the Department of Natural Resources for access, facilities rehabilitation,
25 and improvements at the Birch Lake Recreation Site.

26 * Sec. 6. The sum of \$150,000 is appropriated from the general fund to
27 the Department of Natural Resources for facilities rehabilitation and
28 improvements at the Dry Creek Recreation Site.

29 * Sec. 7. The sum of \$200,000 is appropriated from the general fund to

1 the Department of Natural Resources for facilities rehabilitation and
2 improvements at the Buskin River Recreation Site and the Fort Abercrombie
3 State Historic Park.

4 * Sec. 8. The sum of \$200,000 is appropriated from the general fund to
5 the Department of Natural Resources for facilities rehabilitation and
6 improvements at the Finger Lake Recreation Site.

7 * Sec. 9. The sum of \$900,000 is appropriated from the general fund to
8 the Department of Natural Resources for facilities rehabilitation and
9 improvements at the Hatcher Pass Public Use Area and Independence Mine
10 State Historic Park.

11 * Sec. 10. The sum of \$200,000 is appropriated from the general fund to
12 the Department of Natural Resources for feasibility analysis and site
13 selection for the South Denali Project.

14 * Sec. 11. The sum of \$300,000 is appropriated from the general fund to
15 the Department of Natural Resources for facilities rehabilitation of and
16 improvements to the Eagle River Visitor Center building.

17 * Sec. 12. The sum of \$670,000 is appropriated from the general fund to
18 the Department of Natural Resources for access, facilities rehabilitation,
19 and improvements at the Chugach State Park.

20 * Sec. 13. The sum of \$150,000 is appropriated from the general fund to
21 the Department of Commerce and Economic Development for payment as a grant
22 under AS 37.05.316 to the Alaska Zoo at Anchorage for improvement of the
23 glacier bear facilities.

24 * Sec. 14. The sum of \$350,000 is appropriated from the general fund to
25 the Department of Natural Resources for development of interpretive board-
26 walks at the Kenai River.

27 * Sec. 15. The sum of \$522,000 is appropriated from the general fund to
28 the Department of Natural Resources for site acquisition and initial devel-
29 opment at Whiskey Gulch and for acquisition, rehabilitation, and

1 improvements for sport fishing access to the waters of the Kenai Peninsula.
2 * Sec. 16. The sum of \$200,000 is appropriated from the general fund to
3 the Department of Natural Resources for facilities rehabilitation and
4 improvements at Chilkoot Lake Recreation Area and Chilkat State Park.
5 * Sec. 17. The sum of \$100,000 is appropriated from the general fund to
6 the Department of Natural Resources for improvement of access and interpre-
7 tive facilities at the Castle Hill Historic Site.
8 * Sec. 18. The sum of \$200,000 is appropriated from the general fund to
9 the Department of Natural Resources for a totem carving program at Totem
10 Bight State Historic Park.
11 * Sec. 19. The sum of \$100,000 is appropriated from the general fund to
12 the Department of Natural Resources for grants for historic preservation
13 projects under AS 41.35.040.
14 * Sec. 20. The sum of \$25,000 is appropriated from the general fund to
15 the Department of Natural Resources for the development of highway inter-
16 pretive signs.
17 * Sec. 21. The sum of \$25,000 is appropriated from the general fund to
18 the Department of Natural Resources for payment as a grant under AS 37.-
19 05.316 to the Fairbanks Historic Preservation Foundation for preservation
20 and rehabilitation of the Riverboat Nenana.
21 * Sec. 22. The sum of \$50,000 is appropriated from the general fund to
22 the Department of Transportation and Public Facilities for tourism and
23 recreation related highway signs and informational and interpretive mate-
24 rials.
25 * Sec. 23. The sum of \$160,000 is appropriated from the general fund to
26 the Department of Education for renovation and construction at the Alaska
27 Aviation Heritage Museum.
28 * Sec. 24. The sum of \$1,500,000 is appropriated from the general fund
29 to the Department of Education for final engineering and construction

1 plans, working drawings, site development, environmental assessment, and
2 facility and exhibit construction of the Klukwan Bald Eagle Observatory and
3 Cultural Heritage Center at Klukwan.

4 * Sec. 25. The sum of \$50,000 is appropriated from the general fund to
5 the Department of Education for a feasibility study of a state maritime
6 museum in Ketchikan.

7 * Sec. 26. The sum of \$167,400 is appropriated from the general fund to
8 the Department of Fish and Game for the development of tourist-related
9 facilities at the following state hatcheries and in the amounts listed:

10	Crooked Creek Hatchery	\$22,000
11	Fort Richardson Hatchery	25,000
12	Elmendorf Hatchery	37,200
13	Big Lake Hatchery	25,200
14	Deer Mountain Hatchery	32,000
15	Klawock Hatchery	26,000

16 * Sec. 27. The sum of \$688,000 is appropriated from the general fund to
17 the Department of Commerce and Economic Development for payment as a grant
18 under AS 37.05.316 to the Tok Umbrella Corporation for the purchase, pres-
19 ervation, and relocation of an historic gold dredge to Tok.

20 * Sec. 28. The sum of \$545,000 is appropriated from the general fund to
21 the Department of Education for constructing and furnishing the Yugtarvik
22 Museum/Yup-ik Cultural Center in Bethel and in the amounts listed:

23	Building design and development	\$500,000
24	Purchase and preservation of artifacts	25,000
25	Development of wildlife display	20,000

26 * Sec. 29. The sum of \$490,000 is appropriated from the general fund to
27 the Department of Administration for payment as a grant under AS 37.05.315
28 to the City and Borough of Juneau for relocation and rehabilitation of the
29 Juneau City Museum.

1 * Sec. 30. The sum of \$100,000 is appropriated from the general fund to
2 the Department of Administration for payment as a grant under AS 37.05.315
3 to the Matanuska-Susitna Borough for development of road access to the
4 Willow Creek State Recreation Area.

5 * Sec. 31. The sum of \$160,400 is appropriated from the general fund to
6 the Department of Administration for payment as a grant under AS 37.05.315
7 to the City of Nome for the purposes expressed and in the amounts listed:

8	Airport signs	\$ 7,000
9	Cemetery clean up	45,000
10	Visitor center improvements	2,000
11	Seawall sidewalk/platform	25,000
12	King Island stairways	20,000
13	King Island boat launch	20,000
14	Lindeblom Cabin	41,400

15 * Sec. 32. The sum of \$55,000 is appropriated from the general fund to
16 the Department of Administration for payment as a grant under AS 37.05.315
17 to the City of Dillingham for the Snake Lake access road.

18 * Sec. 33. The sum of \$54,175 is appropriated from the general fund to
19 the Department of Administration for payment as a grant under AS 37.05.315
20 to the City of Unalaska for a rotating pictorial display.

21 * Sec. 34. The sum of \$23,500 is appropriated from the general fund to
22 the Department of Administration for payment as a grant under AS 37.05.315
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24 * Sec. 35. The sum of \$9,000 is appropriated from the general fund to
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26 to the City of Newhalen for historic site renovation.

27 * Sec. 36. The sum of \$48,450 is appropriated from the general fund to
28 the Department of Administration for payment as a grant under AS 37.05.315
29 to the City of Togiak for a marine tourism center.

1 * Sec. 37. The sum of \$15,000 is appropriated from the general fund to
2 the Department of Administration for payment as a grant under AS 37.05.315
3 to the Bristol Bay Borough for improvements to the Naknek museum.

4 * Sec. 38. The sum of \$225,000 is appropriated from the general fund to
5 the Department of Natural Resources for the operation of the Youth Conser-
6 vation Corps program for the fiscal year ending June 30, 1989.

7 * Sec. 39. The sum of \$300,000 is appropriated from the general fund to
8 the Department of Administration for payment as a grant under AS 37.05.315
9 to the City of Soldotna for construction of a Kenai River boardwalk at
10 Soldotna Creek Park.

11 * Sec. 40. The sum of \$178,000 is appropriated from the general fund to
12 the Department of Administration for payment as a grant under AS 37.05.315
13 to the City of Homer for design and construction of the Homer Bypass
14 Park/recreational vehicle dump station.

15 * Sec. 41. The appropriations made by secs. 1 - 12, 14 - 18, 20, 22 -
16 26, and 28 of this Act are for capital projects and are subject to AS 37.-
17 25.020.

18 * Sec. 42. The unexpended and unobligated portion of the appropriations
19 made by secs. 19 and 38 of this Act lapse into the general fund June 30,
20 1989.

21 * Sec. 43. This Act takes effect July 1, 1988.

Funding Information

General Fund \$9,990,925
Other Funds -0-
\$9,990,925

BY BROWN, ELLIS, RIEGER,
SWACKHAMMER, NAVARRE, DAVIS,
ULMER, DAVIDSON, COTTEN,
BOYER, DONLEY, GOLL, POURCHOT,
LARSON, BOUCHER, HERRMANN,
GRUSSENDORF, MENARD, GRUENBERG,
SHULTZ, SPRINGER, PHILLIPS,
SUND, ZAWACKI AND COLLINS

1 IN THE HOUSE

2

HOUSE BILL NO. 423

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6

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28 improvements at the Dry Creek Recreation Site.

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16 improvements at the Eagle River Visitor Center.

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18 the Department of Natural Resources for access, facilities rehabilitation,
19 and improvements at the Chugach State Park.

20 * Sec. 13. The sum of \$180,000 is appropriated from the general fund to
21 the Department of Natural Resources for access development at Peter's
22 Creek.

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25 walks at the Kenai River.

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26 tion Heritage Museum.

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