S B 201

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER SB 201

SPONSOR Sen Szymanski

BILL TITLE Appropriation for homeport EIS

DATE REFERRED 3-2-89

HEARING SCHEDULED 4-5-89

FISCAL NOTE PREPARED no (approp $750.0)

SPONSOR CONTACTED Carolyn 4978

INTERESTED PARTIES CONTACTED

✓ DOT Katy McHugh 3900

yes Clyde Stoltzfus

Terry Cramer

out of town Marla Huss W 463-2544

Bill Glude, AEL 463-3366

Sen Stevens Office - out till Mon Gwen or Earl (202) 224-3004

Capt. Richard Rice, Dep Facilities Constr (202) 692-7076

works for Pyatt FAX (202) 692-4416

OTHER

Jim Carter 283-3335 Kenai Mayor's Office - Homeporting Contact re Seward

HOMEPT.TXT

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen, Rick Uehling

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

907-465-3712

Senate State Affairs Committee

MEMORANDUM

TO: Captain Richard Rice, U.S. Navy

FROM: Senator Pat Pourchot

RE: Homeporting

DATE: April 6, 1989

Per your conversation with Sandra Schubert of my staff earlier today, following are questions raised by the State Affairs Committee in regard to the homeporting of Navy ships in Alaska. A copy of the bill under consideration by the committee is attached.

Does the Navy's current budget include any funds for work associated with establishment of a homeport in Alaska? Have you requested, or do you intend to request, funding for this purpose in the FY 90 budget?

Mr. Pyatt's January 30, 1989 letter to Commissioner Hickey indicated that the next step would be the preparation of an EIS. Would the responsibility for this undertaking be shared by the Navy and the State? Who would fund the EIS process? Has an estimate been developed of the total cost of the EIS?

Mr. Pyatt's letter also indicated that the capital cost of a homeport would be "an Alaskan investment". Would the Navy be wiling to negotiate a long-term lease with the State under which the State's investment would be recouped?

Absent any further commitment of resources by the State, will the Navy continue to pursue a homeport in Alaska?

How does the Navy rate the military strategic value of homeporting in Alaska relative to other deployment priorities?

At what point will the Navy make a final decision on whether or not to homeport ships in Alaska? What advantages and disadvantages do you currently see in regard to Alaska as a homeport site?

Captain Rice, it would be a real benefit to the State Affairs Committee to discuss these questions with a representative of the Navy. I hope we can arrange such a teleconference at your earliest convenience.

Spoke to Rice 9:50 a.m.
4-7-89

Will get written response
7-10 days

Pyatt won't be in until
Tuesday - someone will
call me then on
whether or not will
participate by telecon-
ference.
(better if put off
a whole week

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities

TO: The Honorable Pat Pourchot
Chairman, Senate State Affairs
Alaska State Senate

DATE: April 17, 1989

FILE NO:

TELEPHONE NO: 465-3900

SUBJECT: CS for SB 201
Budget Details

FROM: Mark S. Hickey
Commissioner

Transmitted by this memorandum is a preliminary budget for the navy homeport project. This preliminary budget was developed as back-up for CS for SB 201 currently in the Senate State Affairs Committee. I look forward to discussing the details of this project at your earliest convenience.

pre-EIS negotiations	34.0
Draft EIS (navy 50/50)	381.3
Finalize EIS (navy 50/50)	47.4
Detailed agreement	61.0
Other agency support	50.0
PE	150.0
5% contingency	36.2
	759.9

NAVY HOMEPORT PROJECT

Preliminary Project Budget

As you are aware, through various contacts the state has embarked on an effort to attract vessels from the navy to make an Alaskan community their homeport. Although no final incentives have been determined, Senate Joint Resolution 55 of the 15th Legislature stated that the legislature would be "willing to seriously consider investment of as much as $100,000,000 through a cooperative arrangement with the United States Navy, to develop infrastructure or other capital improvements necessary..." The legislature's willingness to consider this investment was "contingent upon the completion of a cost-benefit analysis, including consideration of relevant economic, social, and environmental factors that demonstrates that the state would derive net benefits from an investment of public funds or other resources;..." This phase of the project will answers the questions raised by the qualifying language of SJR 55 and will provide the information needed to determine if the state should invest in the capital improvements for a navy homeport.

Since the passage of SJR 55, considerable dialogue has occurred between the state and the navy which has resulted in the navy identifying two communities, Kodiak and Seward, as their preferred communities for a navy homeport. However, still remaining to be determined is what responsibilities the state will need to undertake and what responsibilities the navy will accept, to make the project happen. Obviously, whether the project will have a "net benefit from an investment of public funds or other resources" depends in large part on how the responsibilities are allocated.

To date the navy has been reluctant to voluntarily provide information that would assist us in determining what responsibilities they would be able, much less willing, to undertake. In all communications with the navy, they have made it clear that

they believe the expenses of getting the project on line should be the state's. Additionally, the size of the navy's bureaucracy and the pluralism of their decision-making process makes dealing with them complicated. For these reasons, we anticipate that negotiating with the navy on an agreement for project responsibilities will be difficult, time consuming and expensive.

The following cost estimates are those that we can envision at this time. Some costs will by their nature be driven by yet-to-be reached agreements and will be influenced by how quickly the project is to be implemented. The costs listed are for unfunded activities to be carried out by either Capital Improvement Project (CIP) staff, non-department personnel or a contractor. These costs also include other direct, incremental costs, primarily travel and per diem.

Task No. 1 - Agreement-In-Principle

Before committing any additional public resources to this project, we believe it is necessary to reach a general agreement on the responsibilities the state will undertake and the responsibilities the navy will accept. In particular, we are interested in determining whether the navy will agree in principle to some form of lease payment or other method of achieving an acceptable return on the state's capital investment, whether the navy will agree in principle to reimburse the state for project expenses should the effort be terminated, and what other arrangements can be made for the anticipated fiscal, social and environmental costs. Should we fail to arrive at an agreement-in-principle that would insure a net benefit to the state for the public resource we anticipate investing, state expenditures would most likely be terminated at that point.

Object of Expenditure	Description	Amount
Department of Law	Staff Attorneys	$15,000

DOT&PF	CIP Staff to Agency Negotiators	10,000
Travel and Per Diem	DOT/PF & DOL	9,000
	Total	$34,000

Task No. 2 - Draft Environmental Impact Statement (Two Sites)

Although it is assumed from the start that the cost for preparing an EIS will be equally split between the navy and the state, the full cost is shown for each component in this narrative. Although we have not reached an agreement with the navy on sharing cost for this task, the total figure presented following the discussion of the various components, except for travel and per diem, is shown as equally shared. In actual practice, we would anticipate that some components will be carried entirely by the navy, while other components of the EIS will be performed jointly or solely by the state, with total costs shared roughly in an equal basis. Since the agreement-in-principle will set out the components each will be responsible for, no attempt is made here to identify a specific cost to either party. Should the draft EIS indicate any serious concerns affecting state interests, we would then re-evaluate all decisions to pursue the project further.

A. Concept Design of Facilities

Object of Expenditure	Description	Amount
DOT/PF	CIP Staff	$88,000

B. Define Scope of Services/R.F.P.

Object of Expenditure	Description	Amount
DOT/PF	CIP Staff	$10,400

C. Consultant Selection/Negotiation

Object of Expenditure	Description	Amount
DOT/PF	CIP Staff	$7,600

D. Public Meetings/Agency Meetings

Object of Expenditure	Description	Amount
Consultant	Staff	$5,000
DOT/PF	CIP Staff	15,600

E. Identify Issues & Potential Impacts

Object of Expenditure	Description	Amount
Consultant	Staff	$15,000
DOT/PF	CIP Staff	22,000

F. Field Data Collection (includes archaeology, marine/aquatic and water quality)

Object of Expenditure	Description	Amount
Consultant	Staff	$205,000
DOT/PF	CIP Staff	26,400

G. Socio/Economic Analysis

Object of Expenditure	Description	Amount
Consultant	Staff	$75,000

H. Data Analysis

Object of Expenditure	Description	Amount
Consultant	Staff	$30,000
DOT/PF	CIP Staff	3,200

I. Document Writing, Typing & Review

Object of Expenditure	Description	Amount
Consultant	Staff	$75,000
DOT/PF	CIP Staff	12,800

J. Document Graphics/Hearing Graphics

Object of Expenditure	Description	Amount
Consultant	Staff	$20,000
DOT/PF	CIP Staff	5,600

K. Document Printing

Object of Expenditure	Description	Amount
Consultant	Staff	$40,000

L. Permit Application

Object of Expenditure	Description	Amount
Consultant	Staff	$10,000
Department of Law	Staff Attorney	10,000
DOT/PF	CIP Staff	2,000

M. Travel and Per Diem

Object of Expenditure	Description	Amount
Consultant	Staff	$20,000
DOT/PF	Staff	22,000

Total	$720,600
Anticipated navy share of Task No. 2 (lines A through L);	<339,300>
Total anticipated state share of Task No. 2	$381,300

Task No. 3 - Finalize EIS (Two Sites)

As required by federal statutes, the draft EIS document must go through a second phase before it is accepted as the final EIS. In large part, the final phase of the EIS process is the modification of the draft to acknowledge the comments on the draft documents. Since the possibility of a naval presence in Alaskan waters will be controversial, we anticipate extensive comments and a lengthy public hearing process. As with Task No. 2, we anticipate equal participation with the navy in the cost of this task. Also as with Task No. 2, we have no agreement with the navy on this assumption. The information presented here is the total anticipated expenditures divided in half except for travel and per diem. Should the final EIS indicate any serious concerns affecting state interests, we would re-evaluate all decisions to pursue the project.

A. Revise Draft EIS

Object of Expenditure	Description	Amount
Consultant	Staff	$30,000
DOT/PF	CIP Staff	15,000

B. Federal Approval/Publication

Object of Expenditure	Description	Amount
Consultant	Staff	$50,000
DOT/PF	CIP Staff	2,500

C. Public Hearing

Object of Expenditure	Description	Amount
Consultant	Staff	$2,500
DOT/PF	CIP Staff	7,800

D. Travel and Per Diem

Object of Expenditure	Description	Amount
Consultant	Staff	$1,500
DOT/PF	Staff	2,000

Total	$91,300
Anticipated navy share of Task No. 3 (lines A and C);	<43,900>
Total anticipated state share of Task No. 3:	$47,400

Task No. 4 - Develop Detailed Agreement

This agreement will develop in detail the terms for leases or other land and facility acquisition responsibilities. It will also set out the responsible party or parties for providing utilities to the project and how the utility charges will be handled. During this phase, community participation in the construction costs or in other ways, will also be explored and made part of the agreement process. Detailed indemnification terms will also be developed for the entire project. In addition, possible joint use of the facilities will be explored and made part of the agreement process. Should we fail to arrive at a detailed agreement that would insure a net benefit to the

state for the public resource we anticipate investing, we would consider terminating the project after a public debate on the issue.

Object of Expenditure	Description	Amount
Department of Law	Staff Attorneys	$21,000
DOT&PF	CIP agency Negotiators and Staff	25,000
Travel and Per Diem	DOT/PF and DOL	15,000
	Total	$61,000

Task No. 5 - Support From Other State Agencies

This effort will involve some direct, incremental costs to other agencies for their efforts, including all necessary travel expenses. Examples of some of the support efforts we envision would be necessary title work for land related activities by the Department of Natural Resources, work by the Alaska Industrial Development and Export Authority to assist with financing analysis of the project, or work to assess impacts to the services provided by other agencies such as Department of Environmental Conservation, the Department of Health and Social Services, Department of Public Safety, Department of Education and the Department of Fish and Game.

Object of Expenditure	Description	Amount
RSA to affected agency	Staff	$50,000
	Total	$50,000

Task No. 6 - Preliminary Engineering

During the next period of project activity, preliminary engineering will need to be completed so that construction cost estimates can be developed for the construction phase and presented to the legislature or financial institutions as appropriate. Additional funds will be required to compiete the detailed engineering. In

addition, detailed permit applications will need to be pursued and the preliminary detailed design of the facilities begun.

Object of Expenditure	Description	Amount
Consultant	Staff	$150,000

Summary

The total budgeted state share for this project equals $759,885. This amount will take the project through September of 1991.

The following is a summary by each task of anticipated state participation for the entire project amount up to the construction phase:

Task Number 1	34,000
Task Number 2	381,300
Task Number 3	47,400
Task Number 4	61,000
Task Number 5	50,000
Task Number 6	150,000
Contingency Fund @ 5%	36,185
TOTAL	**$759,885**

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

JAN 30 1989

RECEIVED
FEB 02 1989
DOT&PF
COMMISSIONER'S OFFICE

The Honorable Mark S. Hickey
Commissioner
Department of Transportation and
Public Affairs
P.O. Box Z
Juneau, Alaska 99811-2500

Dear Mr. Hickey:

Thank you for your letter regarding basing of Navy ships in Alaska. As we discussed, the Commander in Chief, Pacific Fleet (CINCPACFLT), was tasked to assess the various potential homeport sites in Alaska and provide a report. The report has been completed. A copy of this report has been provided to Senator Stevens, and I have enclosed a copy for your information. A preliminary review of the operational feasibility of the alternatives indicates that the sites with the most potential are Kodiak and Seward.

I have enclosed CINCPACFLT's detailed preliminary estimates for the basic facility requirements. These estimates are based primarily on Navy planning criteria, and should your staff have any questions please have them contact Captain Rice of my staff at 202-692-7076.

You requested information as to the type of ships that would be proposed for homeporting in Alaska. The CINCPACFLT report is based on the potential Alaska basing of two frigates. The frigates have a complement of approximately 200 personnel each, and depending on the shore facilities, could require an additional 120 military support personnel ashore.

With respect to assistance we would need from the State, I refer back to Secretary Ball's June 27, 1988, letter to Governor Cowper in which the Secretary pointed out that "present and future resource constraints will clearly require significant State or municipal financial contributions to offset development costs of any new homeport facilities." As indicated in that letter and due to the constrained budget climate in Washington, the entire capital cost of a new homeport facility in Alaska would be an Alaskan investment.

6

I believe the next step would be to commission the preparation of an Environmental Impact Statement (EIS) to examine the environmental impacts associated with the proposed action. I propose that the state perform analysis necessary to support any construction activity for incorporation into the EIS.

As always, if I can be of further assistance, I hope you will not hesitate to contact me.

Sincerely,

Everett Pyatt

EVERETT PYATT
ASSISTANT SECRETARY OF THE NAVY
(SHIPBUILDING AND LOGISTICS)

Enclosure

Copy to: (w/o enclosure)
Senator Ted Stevens

ALASKA HOMEBASING STUDY

CINCPACFLT FACILITIES

The complete report is available from committee staff.

REPRODUCED AT GOVERNMENT EXPENSE

SLIDE #	NAME	DESCRIPTION
1	MSAAC .CHT	ALASKA BASING STUDY TASKING

SINCRAIFLT WAS TASKED IN THE SPRING OF 1988 TO CONDUCT A STUDY TO EVALUATE OPERATIONAL NEED AND LOGISTICAL, MAINTENANCE, AND FACILITIES COST ASSOCIATED WITH HOMEBASING IN ALASKA.

DISPLAY TIME:

ALASKA BASING STUDY
TASKING

CONDUCT A STUDY TO EVALUATE OPERATIONAL NEED AND LOGISTICAL, MAINTENANCE, AND FACILITIES COST ASSOCIATED WITH HOMEBASING IN ALASKA TO DETERMINE ITS POTENTIAL BENEFIT.

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SLIDE #	NAME	DESCRIPTION
-	NEAP .DAT	POTENTIAL SITES

AN ENGINEERING ASSESSME T TEAM CONSISTING OF NAVY PLANNING ENGINEERS VISITED ALL SLIDE SITES. TWO FRIGATES VISITED ANCHORAGE, HOMER, KODIA , SEWARD, SITKA, AND JUNEAU.

LEE BRADLEY (FF 1041)
LEE SULLAHAN (FF 1051

DISPLAY TIME:

ALASKA BASING STUDY
POTENTIAL SITES

#KODIAK	#HOMER	KENAI/NIKISKIE
#ANCHORAGE	#SEWARD	WHITTIER
VALDEZ	#JUNEAU	#SITKA
KETCHIKAN	CORDOVA	

PORTS VISITED BY FRIGATES

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SLIDE #	NAME	DESCRIPTION
5	MSHASB .DAT	ALASKA BASING STUDY

WITH THE ENGINEERING ASSESSMENT TEAM AND VISITING SHIPS RATINGS AND COMPARED EACH SITE IN THE 7 BY CATEGORIES DISPLAYED HERE.

DISPLAY TIME:

ALASKA BASING STUDY
SITE EVALUATION FACTORS

- OPERATIONAL CONSIDERATIONS
- LAND
- INDUSTRIAL SUPPORT
- LOGISTICS SUPPORT
- ORDNANCE
- COMMUNITY SUPPORT/IMPACT
- ENVIRONMENTAL ISSUES
- CONSTRUCTION CONSIDERATIONS
- AIR FACILITIES

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SHIP BASING EVALUATION FACTORS

- Operational Considerations
  - Distance to open ocean
  - Steaming time to deployment areas
  - Pier availability (port scheduling)
  - Ship movement within port
    - Tug availability
    - Turning basin
  - Channel restrictions
    - Depth and Width
    - Overhead clearance
  - Tides
  - Vulnerability of Port to Shutdown
    - Acts of Terrorism
    - Acts of Sabotage
    - Civil Disturbance
    - Union strikes
  - Climatology
    - Protection from weather
    - Climate

- Land
  - Availability of sufficient acreage
  - Geographic layout
  - Base security potential or problems
  - Cost
  - Fee simple/lease
  - Seismic history
  - Administrative and messing facilities

- Proximity to Industrial Support
  - Availability and proximity of commercial ship repair facilities
  - Work force
    - Experience on Navy-type ships
    - Unions
    - Unemployment level of ship repair industry
  - Support available to change-out gas turbine engine with tiger team (crane services).

Logistic Support
  - Fuel
    - Availability and dispensing facilities
    - Pipelines to site
    - Availability of commercial fuel barges

  - Supply
    - Availability of commercial warehouses suitable for lease
    - Existing facilities on-site suitable for warehouse use
    - Type of facilities
      - General warehouse

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- Freeze/chill
- Humidity Control
- Open storage

- Ordnance (contingency consideration)
  - Proximity and suitability of land for ordnance storage
  - Availability of existing storage locations
  - ESQD issues
  - Ordnance handling scenarios
    - Ammunition pier
    - Suitable barge/truck/rail routes
    - Airlift

  - Transportation
    - Roads, rail, air
  - Utility systems
    - On base capacity/reliability
    - Local power company impact
    - Favorable rate structure/connection fees
  - Maintenance/handling by ships
  - Handling training by ships/LAMPS

- Community Impact

  - Acceptance of Navy by community
  - Availability and capacity of school system
  - Availability, costs and capacity of local housing market
  - Traffic
  - Availability or community support facilities
  - Cost of living
  - Medical/Dental Facilities
  - Water supply, sewage treatment
  - Recreation

- Environmental Issues

  - State/local environmental regulations
  - Volatility of local environmental groups
  - Known environmental problems or issues

- Construction Considerations

  - Waterfront facilities
    - Suitability of existing piers
    - Availability of cold iron utilities
    - Dredging
      - Existing channel width and depth
      - Type of bottom material
      - Any known contamination of bottom material
      - Suitability and proximity of dredge spoil disposal site
      - Availability of local dredging contractors/COE dredging assets
    - Shore facilities
      - Availability of existing facilities suitable for reuse
      - Availability of commercial facilities suitable for lease

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- Local construction work force
  - Skill level
  - Unions
  - Unemployment level within construction industry
- Availability of construction materials
- Construction area cost factor

- Air facilities
  - Length of runway
  - Support for cargo aircraft
  - Support for LAMPS
  - Airport operations
  - Safety

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ALASKA HOME BASING

LOCATION	PRO	CON
ANCHORAGE	(1) LARGE METROPOLITAN AREA WITH EXTENSIVE LOGISTIC AND PERSONNEL SUPPORT FACILITIES	(1) SHALLOW WATER (2) CONTINUOUS MAINTENANCE DREDGING REQUIREMENTS (3) HEAVY SUSPENDED SILT (4) HEAVY PAN ICE ACCUMULATION
CORDOVA	(1) GOOD AIRPORT	(1) VERY SMALL COMMUNITY WITH MINIMAL PERSONNEL OR LOGISTIC SUPPORT (2) EXTENSIVE ROAD CONSTRUCTION AND EXTENSION OF UTILITIES TO PROPOSED SITE (3) EXTENSIVE BLASTING OF MOUNTAIN REQUIRED TO GAIN UPLANDS AT PROPOSED SITE
HOMER	(1) ROAD ACCESS TO ANCHORAGE	(1) LIMITED SITE ON HOMER SPIT (2) HOUSING AVAILABILITY PROBLEM
JUNEAU	(1) CITY OF 28,000 WITH GOOD PERSONNEL SUPPORT SYSTEMS (2) PROTECTED WATERFRONT AREAS	(1) EXTENSIVE ROAD CONSTRUCTION AND UTILITY EXTENSION TO PROPOSED SITE (2) POLITICALLY SENTITIVE
KENAI/ NIKISKI	(1) ROAD ACCESS TO ANCHORAGE (2) 86 MILES TO RAILROAD TERMINUS IN SEWARD. (3) DEVELOPABLE LAND AVAILABLE	(1) 70 TO 100 FOOT HIGH BANK ALONG COOK INLET WATER-FRONT (2) ICE FLOES PREVALENT IN THE AREA
KETCHIKAN	(1) CLOSE TO SEATTLE (600 MILES) (2) ICE FREE PORT (3) SMALL SHIPYARD	(1) POTENTIAL ENVIRONMENTAL OPPOSITION (2) LACK OF SUITABLE SITE (3) POTENTIAL HOUSING PROBLEMS
KODIAK	(1) SHARED USE OF COAST GUARD BASE (2) EXISTING PERSONNEL SUPPORT FACILITIES (CLUBS, MEDICAL, CHAPEL, EXCHANGE, COMMISSARY, ETC.)	(1) HOUSING AVAILABILITY PROBLEMS (2) SUBJECT TO WEATHER EXTREMES

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ALASKA HOME BASING (CONTINUED)

LOCATION	PRO	CON
SEWARD	(1) 134 ACRES OF UPLANDS AVAILABLE (2) DEEP WATER ADJACENT TO SITE (3) SYNCHRO-LIFT SYSTEM AVAILABLE IN PORT (4) LOCAL DEVELOPERS INDICATE WILLINGNESS TO SATISFY HOUSING DEMAND (5) ROAD AND RAIL ACCESS TO ANCHORAGE (160 MI.)	(1) SITE LOCATED IN 100 YEAR FLOODPLAIN (2) SMALL AIRPORT (MAX 4,535 FT RUNWAY)
SITKA	(1) GOOD SOCIAL SUPPORT SYSTEMS AVAILABLE	(1) HOUSING AVAILABILITY PROBLEMS (2) LESS THAN ACCEPTABLE SEISMIC STABILITY (3) HIGH COST ROAD CONSTRUCTION/RELOCATION EXPENSE
VALDEZ	(1) DEEP WATER PORT	(1) PROPOSED LOCATION FOR UPLANDS IN TSUNAMI ZONE (OLD VALDEZ SITE) PREVIOUSLY DESTROYED BY WAVE ACTION. (2) HOUSING AVAILABILITY PROBLEMS (3) FEW COMMUNITY SUPPORT SYSTEMS CURRENTLY IN PLACE FOR ANTICIPATED NAVY POPULATION
WHITTIER	(1) DEEP WATER PORT (2) CLOSE TO ANCHORAGE	(1) NO HOUSING (2) NO COMMUNITY SUPPORT (3) RAILROAD ACCESS ONLY

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ALASKA BASING STUDY
SUMMARY OF COSTS

- BASE INFRASTRUCTURE: $76M-$150M
- BASE OPERATING COSTS: $350K/YEAR
- PERSONNEL COST: $2.6M/YEAR
- COST TO SUPPORT MAINTENANCE CYCLE: $4.2M/YEAR
- TAD COSTS: $53K/YEAR
- OTHER COSTS INCLUDE LONGER TRANSITS TO TRAINING AREAS, LONGER EQUIPMENT DOWN TIME DUE TO SUPPLY LINE DELAYS, LESS INTERACTION WITH BATTLE GROUPS AND TRAINERS, INCREASED FAMILY SEPARATION, LONGER INTERVALS BETWEEN DEPLOYMENTS TO MEET OP/PERSTEMPO GOALS

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[illegible]

DISPLAY TIME:

ALASKA BASING STUDY

- DECISION TO SPEND FUNDS ON EIS WILL DEPEND ON STATE APPROVAL IN PRINCIPLE BY GOVERNOR AND LEGISLATURE OF HOMEBASING FUNDING.
- FUNDING AVAILABILITY AND RESULTS OF EIS WOULD DETERMINE SITE AND FEASIBILITY.

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201mail.txt

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Guy Liston
5000 Kenai Avenue
Anchorage, Alaska 99508

Dear Guy:

Thank you for contacting me to express your concerns over SB 201, which would appropriate $750,000 to the Department of Transportation and Public Facilities for development of an impact statement on locating a Navy homeport in Seward or Kodiak.

SB 201 is currently in the Senate State Affairs Committee, which I chair. We held a hearing on the bill on April 5. At that time a number of concerns were raised, and the bill was not moved out of committee. I'd say its fate next session is uncertain at best.

Besides the general concern over the desirability of attracting additional military installations to Alaska, there are just too many unknowns regarding the economic impacts of a homeport and the cost of measuring those impacts. I have requested additional information from both the state Department of Transportation and the U.S. Navy, but am not too hopeful that they will be able to satisfy all of my concerns.

Thanks again for sharing your views. I assure you I will keep them in mind.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

Navy
ISSues - homeporting

JOHN C. STENNIS, MISSISSIPPI, CHAIRMAN

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United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510-6025

May 9, 1988

Representative Mike Szymanski
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, AK 99811

Dear Mike:

As you continue your consideration of the State's role in Navy homeporting, I thought you might be interested in some background information on evaluation factors which the Navy has recently released.

Alaska will be a good home for the Navy and the Navy will be a welcome addition to the Alaskan family. The Navy's decision to explore homeporting possibilities in our state demonstrates a renewed appreciation of Alaska's strategic location -- and would be an economic godsend to our beleaguered economy.

The Navy will be sending 2 frigates to communities along the Gulf of Alaska that will be considered for the initial deployment of vessels. The purpose of these exercises will be to get a real-life view of operating in an Alaska homeport environment.

Attached is a list of criteria which the Navy will be reviewing. We will have more information when the Environmental Impact Statement (EIS) is complete.

I look forward to working together with you to welcome the U.S. Navy to our State.

With best wishes,

Cordially,

TED STEVENS

Enclosure

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

13 April 1988

ISSUE

POTENTIAL OF BASING SHIPS IN ALASKA

BACKGROUND

- Navy officials visited various Alaskan cities/towns in late Oct 87 to make an update assessment of their suitability for basing ships in Alaska.

- Current and projected resource constraints dictate that significant financial contributions by the State of Alaska, and/or local municipalities, would be required to offset development and increased operating costs in order to justify consideration of Alaska beyond the current Pacific Fleet basing plan.

- Navy has initiated further analysis of Alaskan basing.
  - Commander in Chief Pacific Fleet (CINCPACFLT) has been requested to conduct further analysis and make recommendations to the Chief of Naval Operations.
  - Recommendation is anticipated end of this calendar year.

DISCUSSION

- CINCPACFLT has developed a plan for analyzing ship basing in Alaska. That plan will include:
  - Determination of strategic or operational value in basing ships in Alaska.
  - In conjunction with strategic/operational review CINCPACFLT will conduct a parallel engineering study to identify resultant capital and annual cost estimates for ship basing in Alaska.
  - If a decision is made to proceed beyond the strategic/operational and engineering analysis, environmental documentation required by the National Environmental Policy Act will be initiated.

- Economic benefits to local communities that could ensue from ship basing have not been estimated.

RECOMMENDATION

- None, provided for information only.

SHIP BASING EVALUATION FACTORS

- o Operational Considerations
  - Distance to open ocean
  - Steaming time to deployment areas
  - Ship movement within port
    - Tug availability
  - Channel Restrictions
    - Depth & Width
    - Overhead Clearance
  - Vulnerability of Port to Shutdown
    - Acts of Terrorism
    - Acts of Sabotage
    - Civil Disturbance

- o Land
  - Availability of sufficient acreage
  - Geographic layout
  - Base security potential or problems
  - Cost
  - Fee simple/lease

- o Proximity to Industrial Support
  - Availability and proximity of commercial ship repair facilities
  - Work force
    - -- Experience on Navy-type ships
    - -- Unions
    - -- Unemployment level of ship repair industry

- o Logistic Support
  - Fuel
    - -- Availability and dispensing facilities
    - -- Pipelines to site
    - -- Availability of commercial fuel barges
  - Supply
    - -- Availability of commercial warehouses suitable for lease
    - -- Existing facilities on-site suitable for warehouse use
    - -- Type of facilities
      - --- General Warehouse
      - --- Freeze/Chill
      - --- Humidity Control
      - --- Open storage
  - Ordnance
    - -- Proximity and suitability of land for ordnance storage
    - -- Availability of existing storage locations
    - -- ESQD issues
    - -- Ordnance handling scenarios

--- Ammunition pier
--- Suitable barge/truck/rail routes
--- Airlift

- Transportation
  -- Roads, rail, air
- Utility Systems
  -- On base capacity/reliability
  -- Local power company impact
  -- Favorable rate structure/connection fees

o Community Impact
- Acceptance of Navy by community
- Availability and capacity of school system
- Availability, costs and capacity of local housing market
- Traffic
- Availability of community support facilities
- Cost of Living

o Environmental Issues
- State/local environmental regulations
- Volatility of local environmental groups
- Known environmental problems or issues

o Construction Considerations
-Waterfront facilities
  -- Availability and suitability of existing piers
  -- Availability of cold iron utilities
  -- Dredging
    --- Existing channel width and depth
    --- Type of bottom material
    --- Any known contamination of bottom material
    --- Suitability and proximity of dredge spoil disposal site
    --- Availability of local dredging contractors/COE dredging assets
- Shore facilities
  -- Availability of existing facilities suitable for reuse
  -- Availability of commercial facilities suitable for lease
  -- Local construction work force
    --- Skill level
    --- Unions
    --- Unemployment level within construction industry
  -- Availability of construction materials
  -- Construction Area Cost Factor

MS:clh

Alaska State Legislature

Senator Mike Szymanski

While in Session:
P.O. Box V
State Capitol, Room 11
Juneau, Alaska 99811
(907) 465-4978/4979
FAX (907) 465-2652

During Interim:
3111 C Street, Suite 510
Anchorage, Alaska 99503
(907) 561-7617

165 E. Parks Highway
Legislative Information Office
Wasilla, Alaska 99687
(907) 376-MIKE

MEMORANDUM

TO: Members of the Senate State Affairs Committee

FROM: Senator Mike Szymanski

DATE: April 3, 1989

SUBJECT: Committee Substitute Senate Bill 201
"An Act making a special appropriation to the Department of Transportation and Public Facilities for an environmental impact statement concerning Seward and Kodiak as homeports for navy ships"

In 1987, the Department of the Navy expressed interest in the suitability of basing ships in Alaska.

The Fifteenth Alaska Legislature passed Legislative Resolve #61, a resolution encouraging the U.S. Navy to consider establishing a homeport at one or more Alaskan communities.

The Commander in Chief Pacific Fleet (CINCPACFLT) was asked by the Secretary of the Navy to conduct an analysis of eleven potential sites in Alaska. The analysis included the following factors: operational considerations, land availability, utilities, housing, schools, libraries, shopping and recreational facilities, proximity to industrial support, logistic support, community impact, environmental issues, and construction considerations.

The "Alaska Home Basing Study" was prepared by staff of the Naval Facilities Engineering Command under the direction of the Commander in Chief Pacific Fleet. The team met with task forces from each of the eleven communities, reviewed literature, conducted on-site visits and interviewed local officials, businesspersons, and residents.

The City of Kodiak and City of Seward were selected as potential home basing sites for two Naval frigates each containing a complement of approximately 275 personnel and requiring an additional 75 civilian support personnel.

Assistant Secretary of the Navy Everett Pyatt referenced Secretary Ball's June 27, 1988, letter to Governor Cowper in which the Secretary stated that "present and future resource constraints will clearly require significant state or municipal financial contributions to offset development costs of any new homeport facilities."

The Department of Transportation and Public Facilities will incur expenses to respond to the Navy's announcement. A better understanding is also needed of the Navy's expectation for state assistance in terms of infrastructure, the state's expectation of a reasonable economic return from the use of public funds or resources, and the communities involved in terms of the socio-economic impacts related to construction and basing.

Alaska State Legislature

JUDICIARY
CHAIRMAN
907-465-4523

JAN FAIKS
POST OFFICE BOX V
JUNEAU, ALASKA 99811

Senate

April 4, 1989

MEMORANDUM

TO: Senator Pat Pourchot, Chairman
Senate State Affairs Committee

FROM: Senator Jan Faiks

SUBJECT: Senate Bill 201

I regret I will be unable to attend Wednesday's committee meeting. I did, however, want to take this opportunity to convey to you and the committee members my support for Senate Bill 201 which will appropriate the funds to undertake an assessment of the Navy in Seward and Kodiak.

The events of this past week accentuate the need for Alaska to diversify its economy. Appropriating the funding requested in SB 201 will begin the process by which Alaskans will have accurate and complete information upon which a knowledgeable decision on the potential and benefits of bringing the Navy to Alaskan waters.

I hope the legislation will receive the committee's approval.

Thank you.

OUT OF SESSION
3111 C STREET ANCHORAGE, ALASKA 99503 907-561-7610

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiko, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

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

907-465-3712

Senate State Affairs Committee

MEMORANDUM

TO: Senate State Affairs Committee Members

FROM: Senator Pat Pourchot, Chairman

RE: April 5 Committee Meeting

DATE: April 4, 1989

On Wednesday, April 5 at 1:30 p.m. in the Beltz Room the Senate State Affairs Committee will hear the following bills:

SB 201, An Act making a special appropriation to the Department of Transportation and Public Facilities for an environmental impact statement concerning Seward and Kodiak as homeports for navy ships

SB 201 would appropriate $750,000 to the Department of Transportation for preparation of an environmental impact statement on the establishment of homeports in Seward and Kodiak. At the sponsor's request, a draft committee substitute has been prepared that clarifies funds would also be used for work associated with feasibility assessments, the negotiation of agreements with the Navy, and any necessary legal activity. Unused funds would lapse to the general fund June 30, 1990.

In 1988 the legislature approved a resolution (SJR 55) supporting a homeport, and indicating the state's willingness to consider investment of as much as $100 million for capital improvements. The resolution specified that the commitment of funds was contingent upon the completion of a cost-benefit analysis demonstrating that the state would derive net benefits from its investment.

The Navy's January 1989 letter to DOT, which announced Kodiak and Seward as the preferred Alaskan sites, indicated that "due to the constrained budget climate in Washington, the entire capital cost of a new homeport facility in Alaska would be an Alaskan investment". The letter also indicated that the next step would be joint preparation of an EIS.

SB 232, An Act relating to certain beverage dispensary licensees

SB 232 would authorize the holder of a beverage dispensary license issued to a hotel, motel, resort or similar business to stock alcoholic beverages in guest rooms. The beverages could be consumed only on the premises. Access would be restricted to guests age 21 and older, and would be controlled through a lock system.

The bill is intended to address the expectations of travelers accustomed to receiving hospitality services in their rooms.

HB 73, An Act making technical amendments to public employee benefits statutes

HB 73 would correct changes to statute inadvertently made last year. Section 1 reinstates the policy of income and interest earned on the Teachers Retirement Fund being returned to the fund.

Section 2 clarifies the procedure under which judges who have had contributions to the retirement account involuntarily refunded can repay the contributions, conforming the procedure to that currently followed under TRS and PERS.

Section 3 clarifies that, because municipal as well as state employees can be members of PERS, the "employer" of a supplemental benefits system member -- not the Department of Administration -- is required to make payments to the member's account.

In addition, HB 74, An Act relating to the financing of the Seward Student Service Center by ASBA, will be back before the committee. The Department of Revenue is preparing additional information on the current and proposed financing agreements.

Alaska Environmental Lobby, Inc.

P.O. Box 22151 Juneau, Alaska 99802

463-3366
907-~~586-2345~~

AEL ISSUE PAPER - SB 201
HOMEPORTING EIS

While we agree that an environmental impact statement, including socioeconomic evaluation, is an absolute necessity prior to serious consideration of Navy homeporting in Alaska, the Alaska Environmental Lobby cannot support SB 201.

Since significant and adverse impacts of homeporting are readily apparent, it is highly inappropriate for the State to advance public funds toward that end. The Navy must provide its own study and pay its own way. The State of Alaska is in no position to buy jobs, particularly when we are looking at an activity which brings highly toxic plutonium, nuclear weapons, burdens to public facilities, and a very poor environmental record into our communities.

We would prefer to see our limited state funds go to supporting necessary basic services, assisting our independence from oil revenue, and dealing with such urgent matters as oil spill prevention and cleanup.

April 5, 1989
by Bill Glude

ALASKA CENTER FOR THE ENVIRONMENT • ALASKA CHAPTER, SIERRA CLUB • JUNEAU GROUP, SIERRA CLUB • SITKA GROUP, SIERRA CLUB
KNIK GROUP, SIERRA CLUB • DENALI GROUP, SIERRA CLUB • ANCHORAGE AUDUBON SOCIETY • ARCTIC AUDUBON SOCIETY
DENALI CITIZENS' COUNCIL • ALASKA FRIENDS OF THE EARTH • JUNEAU AUDUBON SOCIETY • KACHEMAK BAY CONSERVATION SOCIETY
KENAI PENINSULA AUDUBON SOCIETY • KODIAK AUDUBON SOCIETY • LYNN CANAL CONSERVATION • ALASKA WILDLIFE ALLIANCE
SITKA CONSERVATION SOCIETY • NORTHERN ALASKA ENVIRONMENTAL CENTER • SOUTHEAST ALASKA CONSERVATION COUNCIL
KNIK KANOERS AND KAYAKERS

201mail.trl

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

April 29, 1989

Kenneth Brewster
3540 Alexander Avenue
Anchorage, Alaska 99508

Dear Kenneth:

Thank you for contacting me to express your concerns over SB 201, which would appropriate $750,000 to the Department of Transportation and Public Facilities for development of an impact statement on locating a Navy homeport in Seward or Kodiak.

SB 201 is currently in the Senate State Affairs Committee, which I chair. We held a hearing on the bill on April 5. At that time a number of concerns were raised, and the bill was not moved out of committee. I do not intend to bring it back up this session, and I'd say its fate next session is uncertain at best.

Besides the general concern over the desirability of attracting additional military installations to Alaska, there are just too many unknowns regarding the economic impacts of a homeport and the cost of measuring those impacts. I have requested additional information from both the state Department of Transportation and the U.S. Navy, but am not too hopeful that they will be able to satisfy all of my concerns.

Thanks again for sharing your views. I assure you I will keep them in mind.

Sincerely,

Pat

Senator Pat Pourchot
Chairman

PP/ss

201MAIL.TXT

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

P.O. Box V
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

April 29, 1989

Karen Rosene
4620 Reka Drive, #B10
Anchorage, Alaska 99508

Dear Karen:

Thank you for contacting me to express your concerns over SB 201, which would appropriate $750,000 to the Department of Transportation and Public Facilities for development of an impact statement on locating a Navy homeport in Seward or Kodiak.

SB 201 is currently in the Senate State Affairs Committee, which I chair. We held a hearing on the bill on April 5. At that time a number of concerns were raised, and the bill was not moved out of committee. I do not intend to bring it back up this session, and I'd say its fate next session is uncertain at best.

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Thanks again for sharing your views. I assure you I will keep them in mind.

Sincerely,

Senator Pat Pourchot
Chairman

PP/ss

Clyde 4-6-89

charging to
advanced project definition — money
used up now

could break out
x amt for MOU
x amt for EIS, contingent upon
signing of MOU

// // //

Richard Rice, Navy 4-6-89

Navy record well stated in letter
Don't know if anyone @ Navy wants to get
on phone — answers haven't been formulated
Would rather respond in writing
Prefer to deal through Hickey

Right now no $ earmarked in budget
Looking to state $ to come in @ proposal

Congressional delegation initiated — so
Navy went up & looked at sites — now
waiting for a proposal to come from
the state.
Pyatt & Hickey met a month ago — ball in AK court
right now nothing on the table.
Navy hasn't stated would spend any money — doesn't
mean Navy we wouldn't!

Alaska has invited Navy to come

Clear Navy hoping State will take lead, fund, etc

FAX questions
(202) 692-4416

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

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

907-465-3712

Senate State Affairs Committee

TO: Terry Cramer
Legal Division

FROM: Sandra Schubert Sandra
Committee Staff

RE: SB 201, Homeport Appropriation

DATE: April 6, 1989

Per our telephone conversation, please prepare a draft CS for SB 201 that incorporates the following. Changes noted are to your 4/4/89 draft (6-0867E).

page 1, line 27
insert a semi-colon after "Seward" and delete the rest of the phrase

page 2, lines 3-4
delete "continue project development, negotiate project terms with the navy, and"

page 2, lines 6-16
delete all material and insert:

Upon completion and signing of a Memorandum of Understanding between the Department of the Navy and the state Department of Transportation and Public Facilities, the sum of up to $500,000 is appropriated from the general fund to the DOTPF for expenses incurred in preparation of environmental impact statements considering the environmental effects of placing homeports for U.S. Navy ships in Seward and in Kodiak. The MOU must meet the concerns expressed in Legislative Resolve 61, 1988 and must provide for the cost of preparation of the EIS to be shared equally by the U.S. Navy and the state.

What do you think?

→ I will circulate if you OK.

S

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

April 4, 1989

The Honorable Jan Faiks
Alaska State Legislature
P. O. Box V
Juneau, AK. 99811

Dear ~~Senator~~ JAN Faiks:

This letter is written to respond to your questions regarding the Environmental Impact Statement (EIS) for navy homeporting in Seward. In your letter you have suggested that the state will undertake the EIS. While we anticipate that the state will play an active role in the development of the EIS, we have not agreed to actually do the EIS for the navy.

My office has checked with the U. S. Army Corps of Engineers (Corps) regarding your questions. According to the Corps, although the Environmental Assessment (EA) you forwarded can not replace the EIS, it should be helpful in expediting the process. However, without a clear understanding of the navy's legal requirements for an EIS, the Corps was unable to quantify how much help it will be. As the process unfolds, these requirements should become clearer.

One of the main differences between an EA and a EIS is that the EIS process requires that public comment must be received before the document is finalized. This is also one of the more time consuming elements of the EIS process and it will not be shortened by an existing EA.

Thank you for your continued support for this project.

Sincerely,

Mark S. Hickey
Commissioner

cc: Senator Jalmar Kerttula
Senator Mike Szymanski

25A-T1LH

6-0867H
Cramer
4/7/89

Original sponsors: Szymanski, Kerttula, Zharoff, et al.

Funding Information
General Fund $750,000
Other Funds -0-
$750,000

IN THE SENATE BY THE STATE AFFAIRS COMMITTEE

CS FOR SENATE BILL NO. 201 (State Affairs)

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for an environmental impact statement concerning Seward and Kodiak as homeports for navy ships; and providing for an effective date."

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

* Section 1. FINDINGS. The legislature finds that

(1) the United States Department of the Navy conducted a study of potential homeport sites in the state, assessing climate, port services, transportation, utilities, community support, and economic impact;

(2) the navy's homebasing report selected Kodiak and Seward as the most suitable Alaska ports for the potential basing of two frigates, each with a complement of approximately 275 personnel and requiring a total of 75 civilian support personnel ashore;

(3) the Fifteenth Alaska State Legislature indicated its support for basing a navy homeport in Alaska, so long as there are net benefits to the state, by passing Legislative Resolve 61;

(4) the public has expressed strong support for homeporting in the state, assuming a reasonable economic return;

(5) the Department of the Navy has suggested that environmental impact statements be prepared to examine the effects associated with homeporting in Kodiak and Seward; and

(6) the state Department of Transportation and Public Facilities will need added money to prepare the environmental impact statements should

they be warranted.

* Sec. 2. Upon completion and signing of a Memorandum of Understanding between the federal Department of the Navy and the state Department of Transportation and Public Facilities that meets the requirements of this section, the sum of up to $500,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for expenses incurred in preparation of environmental impact statements considering the environmental effects of placing homeports for U.S. Navy ships in Seward and in Kodiak. The memorandum must meet the concerns expressed in Legislative Resolve 61, 1988, and must provide for the cost of preparation of the environmental impact statement to be shared equally by the Dept. of the U.S. Navy and the state.

* Sec. 3. The unexpended and unobligated balance of the appropriation made by this Act lapses into the general fund June 30, 1990.

* Sec. 4. This Act takes effect immediately under AS 01.10.070(c).

6-0867E
Cramer
4/4/89

Original sponsors: Szymanski, Kerttula, Zharoff, et al. changes in CS are noted

Funding Information
General Fund $750,000
Other Funds -0-
$750,000

- state pay only 50% of EIS cost
- make dependent on MOU

IN THE SENATE

CS FOR SENATE BILL NO. 201 STAFF

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for an environmental impact statement concerning Seward and Kodiak as homeports for navy ships; and providing for an effective date."

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(2) the navy's homebasing report selected Kodiak and Seward as the most suitable Alaska ports for the potential basing of two frigates, each with a complement of approximately [200] 275 personnel and requiring a total of [120 military] 75 civilian support personnel ashore;

(3) the Fifteenth Alaska State Legislature indicated its support for basing a navy homeport in Alaska, so long as there are net benefits to the state, by passing Senate Joint Resolution 55;

(4) the public has expressed strong support for homeporting in the state, [anticipating] assuming a reasonable economic return;

(5) the Department of the Navy has suggested that environmental impact statements be prepared to examine the effects associated with homeporting in Kodiak and Seward and the state agrees so long as the project terms are set out in a signed memorandum of understanding and comply with the intent of Senate Joint Resolution 55 passed by the Fifteenth Alaska State

Legislature; and

(6) the state Department of Transportation and Public Facilities will need added money to continue project development, negotiate project terms with the navy, and prepare the environmental impact statements should they be warranted.

* Sec. 2. The sum of $750,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for expenses incurred in evaluating placing homeports for United States Navy ships in Seward and in Kodiak, including [a study to prepare impact statements considering the environmental effects of]

(1) assessing the feasibility of the project;

(2) undertaking an environmental impact analysis, if warranted, for the project;

(3) performing work pertaining to implementation of a comprehensive plan for the project; and

(4) negotiating or consummating agreements, including necessary legal work, for the project.

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201POOP.TXT
4/5/89

SB 201 $750,000 TO D.O.T. FOR HOMEPORT E.I.S.

TO TESTIFY

ACKNOWLEDGE SUPPORTIVE LETTER FROM SENATOR FAIKS

SENATOR SZYMANSKI, SPONSOR

CLYDE STOLTZFUS, DEPT. TRANSPORTATION

F.Y.I.

C.S. WAS DRAFTED AT SPONSOR'S REQUEST -- DRAFT ACTUALLY CAME FROM D.O.T. IT REFLECTS THEIR RELUCTANCE TO DIVE INTO AN E.I.S. PROCESS BEFORE HAVING MORE INFORMATION ON WHO'LL DO WHAT.

THE NAVY'S LETTER REFERS TO A JOINT E.I.S. PROCESS. IS THE NAVY PUTTING UP FUNDS TOO?

WHAT ARE THE NAVY'S EXPECTATIONS OF THE STATE? WHAT MIGHT THE TOTAL COST TO THE STATE BE? WHEN WILL STATE RECEIVE ASSURANCE (PER SJR 55) OF NET ECONOMIC, SOCIAL, AND ENVIRONMENTAL BENEFITS?

IF STATE FRONTS ALL THE CAPITAL MONEY, ANY WAY TO RECOUP SOME OF OUR INVESTMENT THROUGH A LONG-TERM LEASE, ETC.?

SJR 55 ASKS THE NAVY TO SEEK THE SUPPORT OF THE SELECTED COMMUNITY. SUPPORTIVE RESOLUTION IN PACKET FROM SEWARD -- WHAT ABOUT KODIAK?

WHEN WILL THEIR BE A FINAL DECISION ON WHETHER OR NOT TO BASE SHIPS IN ALASKA?

- lease payments on CAB investments
- Navy EIS $, planning $
- memo of understanding - $ this summer

6-0867E
Cramer
4/4/89

Original sponsors: Szymanski, Kerttula, Zharoff, et al.

changes in CS are noted

Funding Information
General Fund $750,000
Other Funds -0-
$750,000

IN THE SENATE

CS FOR SENATE BILL NO. 201 (STAFF)

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for an environmental impact statement concerning Seward and Kodiak as homeports for navy ships; and providing for an effective date."

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(5) the Department of the Navy has suggested that environmental impact statements be prepared to examine the effects associated with homeporting in Kodiak and Seward and the state agrees so long as the project terms are set out in a memorandum of understanding and comply with the intent of Senate Joint Resolution 55 passed by the Fifteenth Alaska State

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6-0867E
Cramer
4/4/89

Original sponsors: Szymanski, Kerttula, Zharoff, et al.

Funding Information
General Fund $750,000
Other Funds -0-
$750,000

IN THE SENATE

CS FOR SENATE BILL NO. 201 ( )

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

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(5) the Department of the Navy has suggested that environmental impact statements be prepared to examine the effects associated with homeporting in Kodiak and Seward and the state agrees so long as the project terms are set out in a memorandum of understanding and comply with the intent of Senate Joint Resolution 55 passed by the Fifteenth Alaska State

Legislature; and

(6) the state Department of Transportation and Public Facilities will need added money to continue project development, negotiate project terms with the navy, and prepare the environmental impact statements should they be warranted.

* Sec. 2. The sum of $750,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for expenses incurred in evaluating placing homeports for United States Navy ships in Seward and in Kodiak, including

(1) assessing the feasibility of the project;

(2) undertaking an environmental impact analysis, if warranted, for the project;

(3) performing work pertaining to implementation of a comprehensive plan for the project; and

(4) negotiating or consummating agreements, including necessary legal work, for the project.

* Sec. 3. The unexpended and unobligated balance of the appropriation made by this Act lapses into the general fund June 30, 1990.

* Sec. 4. This Act takes effect immediately under AS 01.10.070(c).

SLIDE #	NAME	DESCRIPTION
2	NSAPS .CHT	ALASKA BASING STUDY POA&M

A PLAN OF ACTION AND MILESTONES WAS PREPARED CONSISTING OF THREE PHASES. ALL THREE PHASES ARE NOW COMPLETE AND WILL BE DISCUSSED IN GREATER DETAIL.

DISPLAY TIME:

ALASKA BASING STUDY
POA&M

TASK	MILESTONE	STATUS
PHASE I LIBRARY SRCH	1 APR 88	COMPLETE
PHASE II SITE VISITS	MAY-JUL 88	COMPLETE
PHASE III ENG STUDY	15 OCT 88	COMPLETE
FWD STUDY TO CNO	31 DEC 88	

REPRODUCED AT GOVERNMENT EXPENSE

SLIDE #	NAME	DESCRIPTION
3	NSAP4 .CPT	ALASKA BASING STUDY PH I

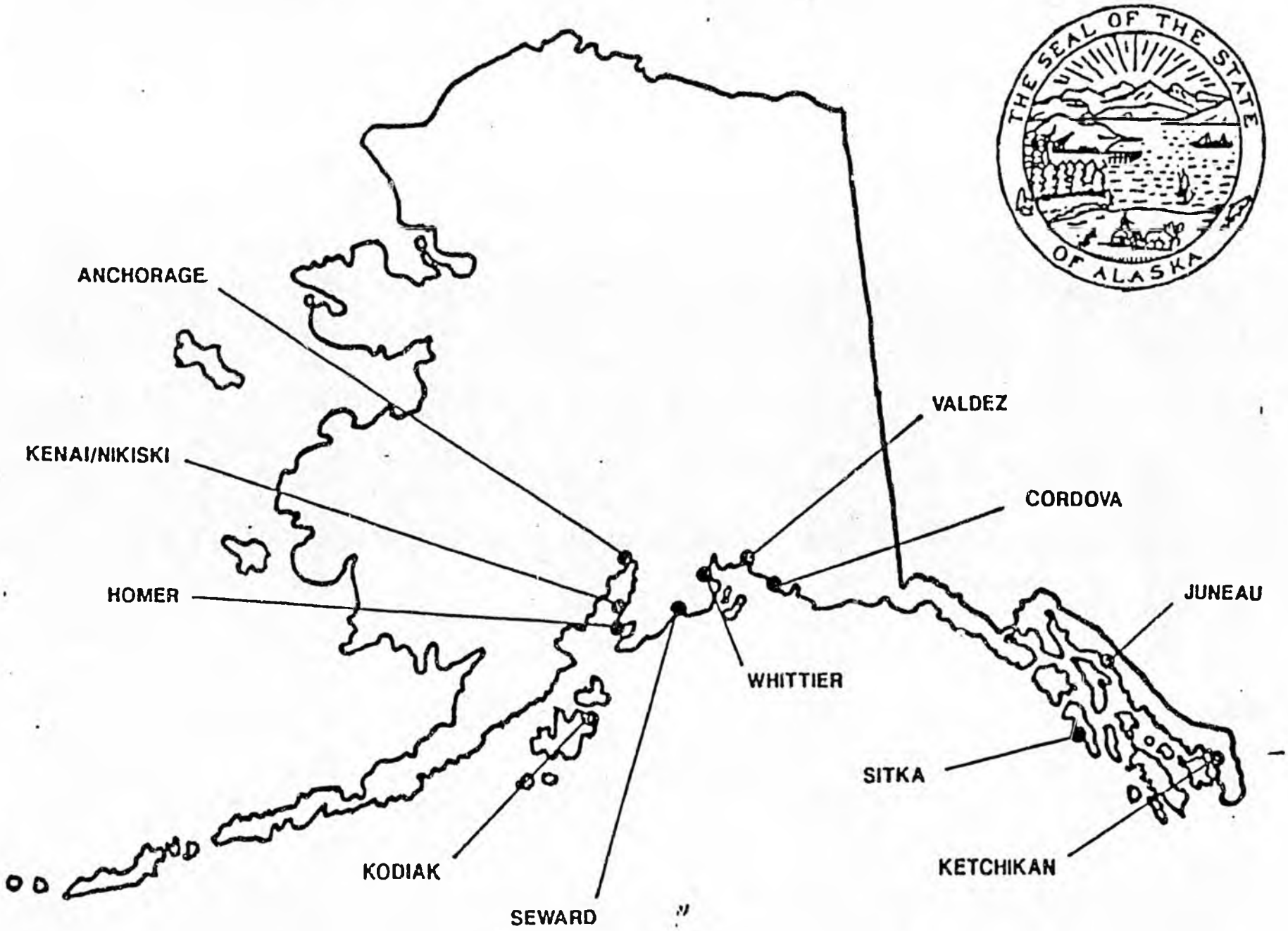
PHASE I WAS AN IN-HOUSE STUDY TO DETERMINE A LIST OF POTENTIAL BASING SITES. IT WAS INITIALLY DETERMINED THAT MORE THAN TWO DOZEN PORTS COULD BE ACCESSED BY NAVY SHIPS. OTHER FACTORS SUCH AS COMMUNITY SIZE, WEATHER, AND GEOGRAPHIC LOCATION WERE USED TO REDUCE THE LIST TO ELEVEN SITES WHICH WOULD BE STUDIED IN GREATER DETAIL DURING PHASE II.

DISPLAY TIME:

ALASKA BASING STUDY
PHASE I

- ENGINEERING ASSESSMENT BASED ON RESEARCH OF EXISTING DOCUMENTS AND INHOUSE KNOWLEDGE OF ALL POTENTIAL SITES.
- LOOKED AT EXISTING FACILITY SUITABILITY.
- USED TO NARROW NUMBER OF POTENTIAL SITES AND IDENTIFIY THOSE WHICH SHOULD RECEIVE SHIP AND/OR PLANNING ENGINEER VISITS.

REPRODUCED AT GOVERNMENT EXPENSE



REPRODUCED AT GOVERNMENT EXPENSE

[illegible]

ALASKA BASING STUDY

Naval Support Activity Alaska Assumptions

- 2 FFG's
- Contract Medical/Dental support
- Contract Vehicle Maintenance
- Mutual support from community for police/fire
- Religious Program--community
- Bank/Credit Union--community
- Contract Fuel Support
- Contract Security Guards

REPRODUCED AT GOVERNMENT EXPENSE

SLIDE #	NAME	DESCRIPTION
8	NSAA .CHT	nsaa personnel loading

MAINTENANCE OF NAVAL SUPPORT ACTIVITY, ALASKA IS FORECAST TO CONSIST OF APPROXIMATELY 628 PERSONNEL. THE BULK WILL BE AFLOAT, WITH AN ESTIMATED 178 FAMILIES THE TOTAL NUMBER OF PERSONNEL WILL APPROACH 700.

DISPLAY TIME:

ALASKA BASING STUDY

Naval Support Activity Alaska

Personnel Loading

	Officer	Enlisted	Civilian
Afloat	42	415	-
Ashore	8	61	73
TAD/Transient	4	20	5
Total	54	496	78

TOTAL 628

Notional

REPRODUCED AT GOVERNMENT EXPENSE

BASIC FACILITY REQUIREMENTS
NOTIONAL NAVAL SUPPORT ACTIVITY ALASKA

DESCRIPTION	KETCHIKAN	JUNEAU	SEWARD	KODIAK
COST FACTOR	1.2	1.2	1.2	1.2
IFR HELO PAD	$200	$200	$284	50
TAXIWAY & APRON	718	718	681	0
ML NY GAS STA	137	137	177	0
COMM CENTER	851	850	822	0
OPS STORE	227	227	318	0
MARGINAL WHARF	20,000	21,000	13,800	21,600
HELO HANGAR (2 BAY)	5,450	5,750	5,595	7,000
SHP REPAIR GEN	2,151	2,151	2,155	2,710
PW SHOPS GEN	1,851	1,851	2,700	1,300
CHILL/FREEZER	132	132	177	278
GEN WAREHOUSE	4,408	4,108	4,150	0
HAZ/FLAM/PAINT	133	133	126	207
OPEN STORAGE F.	34	34	72	52
ADMIN ADP & BOS MED	1,482	1,482	1,404	1,000
BEQ E1-3	1,228	1,228	1,167	1,385
G.P. MESS	1,302	1,302	1,238	1,955
BOQ O1-O3	1,197	1,197	1,047	1,660
FIRE STATION	722	722	728	0
POLICE/GATE	212	212	202	0
EXCHANGE	1,642	1,642	1,547	0
EX ADMIN	128	128	121	0
EX SERV OUTLET	430	430	405	0
COMMISSARY	3,222	3,222	3,045	0
FAMILY SERVICES	198	198	186	0
EX AUTO SERV	294	294	277	0
MULTI-P-HOBBY	918	918	865	0
SP SERV ISSUE	322	322	314	0
AUTO HOBBY SHOP	720	720	687	0
CONSOL CLUBS	5,140	5,140	4,845	0
UT.S.&I	28,000	55,000	20,100	35,600
SUB TOTAL	86,063	117,063	75,381	81,862
FAMILY HOUSING	31,692	31,692	0	48,372
ELEM SCHOOL	0	1,283	0	1,958
HGR GSE	250	250	250	250
SIMA IPE	500	500	500	500
TOTAL	$118,515	$146,798	$76,641	$132,952

REPRODUCED AT GOVERNMENT EXPENSE

SLIDE #	NAME	DESCRIPTION
.1	[illegible] .CHT	RECOMMENDATIONS TO CNO

CINCPACFLT WILL FORWARD THE FINAL BASING STUDY REPORT TO CNO BY 31 DECEMBER. IT WILL CONTAIN AN ATLAS OF FACILITIES WITH ESTIMATED COST..

DISPLAY TIME:

ALASKA BASING STUDY
RECOMMENDATION TO CNO

STUDY WILL CONTAIN FOLLOWING:

1. ATLAS OF FACILITIES IN PLACE AND ESTIMATED COST TO UPGRADE STUDIED SITES FOR HOMEPORTING.
2. OPERATIONAL BENEFITS/STRATEGIC ASSESSMENT
3. CINCPACFLT RECOMMENDATIONS

REPRODUCED AT GOVERNMENT EXPENSE

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	SITKA (1.9)	JUNEAU (1.9)	CORDOVE (2.46)	VALDEZ (2.0)	WHITTIER (2.46)	SEWARD (1.79)	HOMER (2.0)	KENAI/ NIKISKI (1.79)	ANCHORAGE (1.79)	KODIAK(1) (2.85)
					$	$	$	$	$	$	$	$	$	$	$
123-10	FILLING STA	GL	11,500	2	44	44	44	57	46	57	41	46	41	41	-
131-17	COMM CTR (2)	SF	158	2,200	660	660	660	855	695	855	622	695	622	622	-
137-40	PORT CONTRL OFF	SF	139	600	158	158	158	205	167	205	149	167	149	149	-
143-77	OPS STOR (MISC)	SF	148	1,200	337	337	337	437	355	437	318	355	318	318	-
151-20	BERTHING PIER	SY	1,375	5,000	12,892	12,892	12,892	16,691	13,570	16,691	12,145	13,570	22,145(3)	12,145	-
152-20	MARGINAL WHARF	FB	7,917	545	-	-	-	-	-	-	-	-	-	-	12,298
213-30	SIMA (4)	SF	108	16,400	3,365	3,365	3,365	4,357	3,542	4,357	3,170	3,542	3,170	3,170	5,048
219-10	PW SHOPS (B)	SF	83	10,400	1,640	1,640	1,640	2,123	1,726	2,123	1,545	1,726	1,545	1,545	-
219-20	PWC EQUIP SHOP	SF	45	700	60	60	60	77	63	77	56	63	56	56	-
219-25	PW WRK-IN-PROG	SF	93	1,000	177	177	177	229	187	229	166	187	166	166	-
219-77	PW MAINT STOR	SF	51	3,400	329	329	329	427	347	427	310	347	310	310	-
421-22	HIGH EXPLO MAG	SF	191	2,000	726	726	726	940	764	940	684	764	684	684	1,089
421-72	MISSILE MAG	SF	264	1,000	502	502	502	649	528	649	473	528	473	473	752
431-10	CHILL STORAGE	SF	196	280	104	104	104	135	110	135	98	110	98	98	156
431-10	FREEZER STORAGE	SF	129	260	64	64	64	83	67	83	60	67	60	60	96
441-10	GEN WAREHOUSE	SF	58	40,000	4,408	4,408	4,408	5,707	4,640	5,707	4,153	4,640	4,153	4,153	-
441-30	HAZ FLAM STOR	SF	140	400	106	106	106	138	112	138	100	112	100	100	160
441-72	SERVMART	SF	65	4,000	494	494	494	640	520	640	465	520	465	465	-
451-10	OPEN STORAGE	SY	24	300	14	14	14	18	15	18	13	15	13	13	-

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NATIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	SITKA (1.9)	JUNEAU (1.9)	CORDOVA (2.46)	VALDEZ (2.0)	WHITTIER (2.46)	SEWARD (1.79)	HOMER (2.0)	KENAI/ NIKISKI (1.79)	ANCHORAGE (1.79)	KODIAK (2.85)
610-10(5)	ADMIN TRNG	SF	135	5,660	1,452	1,452	1,452	1,880	1,528	1,880	1,368	1,528	1,368	1,368	-
610-20	DATA PROCESSING	SF	145	1,800	496	496	496	642	522	642	467	522	467	467	-
721-11(6)	BEQ E1-E9	SF	107	6,075	1,235	1,235	1,235	1,599	1,300	1,599	1,163	1,300	1,163	1,163	1,853
721-13	" " "	"	"	"	"	"	"	"	"	"	"	"	"	"	"
721-45	DINING FACILITY	SF	196	3,500	1,303	1,303	1,303	1,688	1,372	1,688	1,228	1,372	1,228	1,228	1,955
721-11(6)	BOQ	SF	122	4,775	1,107	1,107	1,107	1,433	1,165	1,433	1,043	1,165	1,043	1,043	1,660
721-12	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
730-10(7)	FIRE STATON	SF	113	3,600	733	733	733	1,000	814	1,000	728	814	728	728	-
730-20(7)	POLICE STATION	SF	141	750	201	201	201	260	212	260	189	212	189	189	-
730-25	GATE/SENTRY HSE	SF	173	32	11	11	11	14	11	14	10	11	10	10	-
740-01	EXCHG RETAIL	SF	80	10,800	1,642	1,642	1,642	2,125	1,728	2,125	1,547	1,728	1,547	-	-
740-02	LOC EXCHG (8)	SF	70	7,000	-	-	-	-	-	-	-	-	-	877	-
740-03	EXCH CTR ADMIN	SF	135	500	128	128	128	166	135	166	121	135	121	121	-
740-04	EXCHG CAFETERIA	SF	196	2,700	1,005	1,005	1,005	1,302	1,058	1,302	947	1,058	947	947	-
740-09	EXCHNG SERVICE OUTLET	SF	104	2,175	430	430	430	556	452	556	405	452	405	405	-
740-23	COMMISSARY (9)	SF	84	20,250	3,232	3,232	3,232	4,184	3,402	4,184	3,045	3,402	3,045	-	-
740-25	FAMILY SERVICE	SF	160	650	198	198	198	256	208	256	186	208	186	186	-
740-30	EXCHNG SERVICE AUTO REPAIR	SF	89	1,740	294	294	294	381	310	381	277	310	277	277	-
740-36	HOBBY SH A&C	SF	161	3,000	918	918	918	1,188	966	1,188	865	966	865	865	-
740-37	SPSERV ISSUEOFF	SF	49	3,580	333	333	333	432	351	432	314	351	314	314	-
740-38	HOBBY SHOP AUTO	SF	128	3,000	730	730	730	945	768	945	687	768	687	687	-
740-67	CONSOLIDATED CLUB (10)	SF	144	18,300	5,140	5,140	5,140	6,660	5,414	6,660	4,846	5,414	4,846	-	-
	TOTALS				46,708	46,708	16,708	60,479	49,170	60,479	44,004	49,170	54,004	35,443	25,067

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	*UNIQUE* *BFR*	FY92 COST ($000) KETCHIKAN (1.9)	SITKA (1.9)	JUNEAU (1.9)	CORDOVA (2.46)	VALDEZ (2.0)	WHITTIER (2.46)	SEWARD (1.79)	HOMER (2.0)	KENAI/ NIKISKI (1.79)	ANCHORAGE (1.79)	KODIAK (2.85)
113-40	LAMPS APRON	SY	63	960	-	-	-	-	-	-	-	-	108	-	-
211-05	LAMPS HANGAR	SF	141	49,238	-	-	-	-	-	-	-	-	12,427	-	-

28 October 1988

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	JUNEAU (1.9)	SEWARD (1.8)	KODIAK (2.9)	REMARKS
					$	$	$	$	
111-10	IFR HELO PAD	SY	63	2,500	299	299	284	0	USE CG @ KODIAK
113-40	TAXIWAY & APRON	SY	63	6,000	718	718	680	0	" " " "
123-10	ML/NX GAS STA	OL	12K	8	183	183	175	0	" " " "
131-17	COMM CENTER	SF	158	2,200	660	660	622	0	" " " "
143-77	OPS STORE	SF	148	1,200	337	337	318	0	" " " "
152-20	MARGINAL WHARF	FB	10K	1,100	20,000	20,000	19,800	31,900	OR DBL TEE PIER 11 TO SHORE
211-05	(2)BAY HELO HGR	SF	152	24,098	6,960	6,960	6,593	3,000	ASSUME HGR SPACE REMOD @ KODIAK
213-XX	SHP REPAIR GEN	SF	140	8,200	2,181	2,181	2,060	3,329	EST IPE SEP
219-10	PW SHOPS GEN ALL CAT CODES	SF	100	25,000	2,850	2,850	2,700	1,000*	*BOS REMODEL @ KODIAK
431-10	CHILL/FREEZER	SF	160	600	182	182	173	278	
441-10	GEN WAREHOUSE	SF	58	40,000	4,408	4,408	4,153	0	LEASE OK @ KODIAK
441-30	HAZ/FLAM/Pt.	SF	140	500	133	133	126	203	
451-10	OPEN STORAGE F.	SY	30	600	34	34	32	52	ASSUME FENCED @ HAZ STOR AREA
610-10	ADMIN ADP & BOS MED EXAM	SF	130	6,000	1,482	1,482	1,404	1,000	REMODEL HANGAR AT KODIAK
721-11	BEQ E1-9	SF	107	6,375	1,235	1,235	1,163	1,885	
721-45	G.P. MESS	SF	196	3,500	1,303	1,303	1,228	1,955	
724-11	BOQ 01-09	SF	122	4,775	1,107	1,107	1,043	1,660	
730-10	FIRE STATION	SF	113	3,600	733	733	728	0	USE CG @ KODIAK
730-20	POLICE/GATE	SF	140	800	213	213	202	0	" " " "

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	JUNEAU (1.9)	SEWARD (1.8)	KODIAK (2.9)	REMARKS
740-01	EXCHANGE	SF	80	10,800	1,642	1,642	1,547	0	USE CG @ KODIAK
740-03	EX ADMIN	SF	135	500	128	128	121	0	" " "
740-09	EX SERV OUTLET	SF	104	2,175	430	430	405	0	" " "
740-23	COMMISSARY	SF	84	20,250	3,232	3,232	3,045	0	" " "
740-25	FAMILY SERVICES	SF	160	650	198	198	186	0	" " " or BOS
740-30	EX AUTO SERV	SF	89	1,740	294	294	277	0	" " "
740-36	MULTI-P-HOBBY	SF	161	3,000	918	918	865	0	" " "
740-37	SP SERV ISSUE	SF	49	3,580	333	333	314	0	" " "
740-38	AUTO HOBBY SHOP	SF	128	3,000	730	730	687	0	" " "
740-67	CONSOL CLUBS	SF	134	18,800	5,140	5,140	4,846	0	" " "
UT.S.&I.	AS REQ'D	LS	EST	SWAG	28,000	55,000	20,100	35,600	SEW PLTS @ JUN & KOD
	SUB TOTAL				86,063	113,063	75,881	81,862	
F.HSG	FAM HSG (GEN)	EA	60	278	31,692	31,692	0	48,372	BOS or CHAMPUS for MED/DEN/CHAPEL REMODEL HSG @ KODIAK
	ELEM SCHOOL	SF	75	9,000	0	1,283	0	1,958	
	ENGR GSE	LS	EST	SWAG	260	260	260	260	
	SIMA IPE	LS	EST	SWAG	500	500	500	500	
	TOTAL				118,515	146,798	76,641	132,952	

NAVAL SUPPORT ACTIVITY ALASKA
Footnotes on Facility Requirements

(1) BFR at Kodiak assumes that existing DOD/Coast Guard ashore facilities will be utilized for the most part and only unique items shown will be required.

(2) Requirements for the communication center were calculated based on the assumption of installation of a RIXT(B) system homed off Elmendorf AFB (Naval Security Group Detachment) by landlines.

(3) Cost associated with the pier location includes approximately 1000 FT of sloped approach structure which allows descent from a 100 FT bluff at the pier height. (Cost is $1000/SF).

(4) Specific criteria for SIMA shops has not been developed. Quantative requirements are developed either by the activity based on experience or by Naval Sea Systems Command. For purposes of this cost estimate, the scope requirements are rough estimates only.

SIMA /213-30/(SF)		16,400
a.	Central Tool Shop	(1,000)
b.	Shipfitting Shop	(1,500)
c.	Welding Shop	(1,500)
d.	Inside Machine Shop	(1,500)
e.	Weapons Shop	(1,500)
f.	Electrical Shop	(1,500)
g.	Pipefitting Shop	(1,500)
h.	Electronics Shop	(1,000)
i.	Paint and Blasting Shop	(1,000)
j.	Marine Machine Shop	(1,000)
k.	Rigging Shop	(800)
l.	Maintenance Ship/Spares Storage	(2,000)
m.	Admin Space	(600)

(5) Category Code 610-10 includes 3,410 SF of administrative space as follows:

C.O.	- 400
X.O.	- 200
Admin Officer	- 150
PWD	- 150
APWD	- 110
Clerical Staff	- 700
Supply	- 800
Special Areas	- 220
Sub Total (NET)	2,730
GROSS UP (25%)	+ 680
	3,410

Also included are 1,600 SF of classroom space and 650 SF of medical examination space, both of which were obtained from CC 171-15 "Reserve Training Building".

(6) Bachelor housing requirements were calculated on the basis of estimated base loading provided by CINCPACFLT. Based on the high cost of off-base housing in Alaska, it was assumed that demand for bachelor quarters would be greater than otherwise expected.

BEQ /721-11, 721-12, 721-13/(PN) 6,075 SF

a. E1-E4=30PN=(15x180sf=2,700)

b. E5-E6=12PN=(12x90sf=1,080)

c. E7-E9=6PN=(6x180sf=1,080)

d. Gross-up (25%) (1,215)

BOQ /724-11, 724-12/(PN) 4,775 SF

a. W1-O2=6PN=(6x330sf=1,980)

b. O3 & Above=4PN=(4x460sf=1,840)

c. Gross-up (25%) (955)

(7) Requirements for fire protection and security service were calcu... for minimum service based on the concept of "Mutual Support" with the local community.

(8) A Location Exchange is only required at the Anchorage site since a larger exchange already exists in Anchorage.

(9) The scope of the commissary store was calculated using NAVFAC P-80 criteria with estimated monthly sales of $98,400 (246 military families x $400/month, no retirees included). [illegible] "Mutual Support" with the

(10) This facility was included since most of the proposed home basing locations are small communities with few similar facilities. In addition to availability, off-base establishments are expensive compared to those in CONUS.

DESIGN COORDINATION AND REVIEW – COMMENTS
NAVFAC NESTOR 11012.2a (REV. 2-72)

AAA3P324

COMMENTS BY: Civil Engineering/Lee Bonnyastle | CODE: 407.3 | PHONE: x7770 | DATE: 5 Oct 88

Alaska Home Basing

TYPE OF REVIEW: 30% | 100% | FINAL | X OTHER Staff

DWG NO OR PAR NO	COMMENTS	REVIEW ACTION

Assumptions:

1. Based on Everett WA cost for electrical connection charge of 3-4 million dollars FY90, adjusting for FY92 w/o area factor gives a base cost average of 3 million dollars.

2. Based on Everett WA cost for direct and indirect electrical connection charge of 3-6 million dollars FY90, adjusting for FY92 w/o area factor gives a base cost average of 4 million dollars.

3. For Steam/Compressed air plant and others, use typical plant for Alaska costs FY90 cost 3.9 million dollars w/o area factor gives a base cost of 3.3 million dollars for FY92.

4. Access roads and other surfaces, based on site conditions and limited road construction show cost per lineal foot w/o area factor escalated to FY92 is about 100 dollars. This equates to 500K per mile.

5. Area Factor utilized for sites are approximately based on sites within the vicinity

Joseph K Bonnyastle
Cost Engineer

SHEET 1 OF 7 SHEETS

DESIGN COORDINATION AND REVIEW – COMMENTS
NAVFAC WESTDIV 11012/26 (REV. 7-72)

JOB ORDER NO: AAA 3P 329

COMMENTS BY: Cost Engineering/Joe Bonaparte | CODE: 407.3 | PHONE: x7770

DATE: 6 Oct 88

PROJECT TITLE AND LOCATION: Alaska Home Basing

TYPE OF REVIEW: 30% ☐ 100% ☐ FINAL ☐ OTHER Study ☒

DWG NO OR PAR NO	COMMENTS (Make general comments after specific comments)	REVIEW ACTION (If required, where applicable)

Anchorage (Fire Island) AF = 1.79

1. Pier/Wharf @ 3000 S.F. x $1651 = $9906K

2. Causeway Cost ... FY89-90 3 miles long.

$170,000,000 FY92 @ 15840' = $10,732/LF

3. Utility cost from mainland @ 6.3 miles long.

Electrical @ $4,000K @ 33264' = $180/LF

Mechanical @ $9,000K @ 33264' = $270/LF

4. Roads connecting to causeway and on island totaling 3.3 miles.

$895K/mile x 3.3 miles = $2,954K

5. Dredging North & South side total

4,945 K CY @ $15/CY = $74,175K

Corodova (Sheppard Point) AF = 2.46

1. Access Road 5 miles.

$1,230K/mile x 5 miles = $6,150K

Joseph N. Bonaparte
Cost Engineer

DESIGN COORDINATION AND REVIEW – COMMENTS
FEDNWESTDIV 11012-26 (REV. 7-72)

JOB CODE NO. AAA3P=24

COMMENTS BY: Cost Engineering / Joe Bonaparte | CODE: 407.3 | PHONE: x7770

DATE: 6 Oct 88

TYPE OF REVIEW: 30% ☐ 100% ☐ FINAL ☐ OTHER ☒ Study

Alaska Home Basing

DWG NO OR PAR NO	COMMENTS (Use additional sheets if needed)	REVIEW ACTION (If follow-up action required)

Cordova (Simpson Point) (AF = 2.46)

2. Site Requires extensive blasting to remove mountain to gain upland. (Cost included in Access Road Price)

3. All utilities to site 6 miles

Electrical @ $ 8,000K @ 31,680' = $ 252.53/LF

Mechanical @ $ 10,000 K @ 31,680 = $ 315.66

4. Requires Construction of Sewage & Steam Plants.

Sewage = $ 29,900K

Steam/Air = $ 8,400 K

Homer (AF = 2.00)

NONE

Juneau (Douglas Island) AF = 1.90

1. Access road to site 5 miles

$950K/mile x 5 miles = $ 4,750K

Joseph A Bonaparte 3 of 7 pp
Cost Engineer

DESIGN COORDINATION AND REVIEW – COMMENTS
1140 WESTDIV FICO 2b (REV 7-72)

JOB LOCATOR NO. AAA3P324

ORIGINATOR: Cost Engineering/Joe Bonaparte | CODE: 4.07.3 | PHONE: x7770 | DATE: 7 Oct 88

TYPE OF REVIEW: 35% | 100% | FINAL | X OTHER Study

Alaska Home Basing

DWG NO OR PAR NO	COMMENTS (Make specific comments after each item considered)	REVIEW ACTION (If negative, explain where applicable)

Kenai/Nikiski AF=1.79

1. Runway extension 425' x 150' = 63750 SF/9 = 7083 SY

7083 SY x $138.75/SY = $922,766 say $983000

2. Upgrade Runway & end zones 1000' at each end
Overlay 2" @ (6000'x150')/9 = 100,000 SY x $13.75/SY = $1,272,000
Demo 2000'x150 = 300,000 x $4.52/SF = $1,356,000
Replace 12" cone 33,333 SY x $70/SY = $2,333,310
$4,961,000

3. Construct Maintenance Hanger w/ Taxiway & Parking

Hanger ~ 60,000 SF @ $185.90/SF = $11,154,000
Comparable Hanger at Pt Mugu ANGB used as basis.

Apron ~ 77,460 SF @ 3.56/SF = $276,758
Comparable Hanger at Pt Mugu ANGB used as basis.

Taxiway ~(100'x1000').9 = 11,111 SY @ $65/SY = $722,215
Adak FY90 Project P-114 used as basis.

4. Shore Protection @ 600/LF x 2000' = $1,200,00
Use 1987 Adak Storm ... study

Josiah N Bonaparte
Cost Engineer

SHEET 4 OF 7 SHEETS

DESIGN COORDINATION AND REVIEW – COMMENTS

Cost Engineering/Joe Bonaparte | 407.3 | x7770 | JOB ORDER NO AAA3P324 | DATE 7 Oct 88

Alaska Home Loaning

TYPE OF REVIEW: 30% | 100% | FINAL | OTHER Study

DWG NO OR PAN NO	COMMENTS	REVIEW ACTION

Ketchikan AF = 1.90

1. Access Road to site 3 miles

$950/mile x 3 miles = $ 2,850K

2. All utilities to site 2.5 miles

Electrical — $ 2527K @ 13,200' = $ 191.47/LF

Mechanical — $ 3,791 @ 13,200' = $ 287.19/LF

3. To many sites to choose from to quickly dredging. Used Site #8.

Kodiak AF = 2.85

1. Construct Revetment Wharf (Float Pier) 6000 SY @ $2629 = $ 15,774K

2. Dredging @ 250,000 cy for Maintenance.

250,000 cy x $ 24/cy = $ 6,000K

Seward AF = 1.79

1. Breakwater Construction

1200' x 100' x 40' = 175,000 cy

175,000 cy x $ 31.92 = $ 5,588

Joseph A Bonaparte
Cost Engineer

SHEET 5 OF 7 SHEETS

DESIGN COORDINATION AND REVIEW – COMMENTS
1140 WESTDIV 11012 2b (REV. 1 72)

JOB ORDER NO A-AA887324

COMMENTS BY: Cost Engineering/Joe Bonaparte | CODE 407.3 | PHONE x7770 | DATE 13Oct88

PROJECT TITLE AND LOCATION: Alaska Home Basing

TYPE OF REVIEW: 30% | 100% | FINAL | X OTHER Study

DWG NO OR PAR. NO	COMMENTS	REVIEW ACTION

Seward AF=1.79

2. Dredging @ 100,000 cy to be used as fill from break water possibly.

100,000 cy @ $15 = $1,500K

Sitka AF=1.09

1. Causeway Repair @ Airport.

3000' x $11,391.85 = $34,176K

2. Road around Runway for access to Site @ 10,000' or 2 Miles

$950K x 2/Miles = $1,900K

3. Road construction New

$950K x 6/Miles = $5,700K

4. Extend all Utilities 6miles

Electrical $6369K @ 31680' = $201.04/LF

Mechanical $9,553K @ 31680' = $301.55/LF

5. Flood Control Work-6Miles

31680' x $650.00/LF = $20,592K

Down Town

Kat Ba

Joseph Bonaparte
Cost Engineer

DESIGN COORDINATION AND REVIEW – COMMENTS
NAVFAC 11013/26 (REV. 7-72)

SUBMITTED BY: Cost Engineering/NavEnvprgste	FROM: 407.3	PHONE: x7770	DESIGN ORDER NO: AGA3P329
PROJECT TITLE AND LOCATION: Alaska Komo Docking			DATE: 13 Oct 88

TYPE OF REVIEW: 35% | 100% | FINAL | OTHER Sitka

DWG NO OR PAR NO	COMMENTS	REVIEW ACTION

Sitka AF = 1.9

6. Relocate Existing Road

950K x 3 miles = $2,850K > Starrigavan Bay

Valdez HF = 2.00

No Unusual Construction Required

Whittier AF = 2.46

1. Dredging @ 25000 CY

25000 CY x $20/CY = $515K

2. Enlarge existing Pier to 49500SF

41500 #/9 x $2269/24 = $10,464K

Note: Cost figures sheets 2-6 exclude budget markup. Use the below new keep for budget pricing times cost escalated.

Structure = 1.302

Road/Utilities = 1.1224

Cost Engineer

SHEET 7 OF 7 SHEETS

BASIC FACILITY REQUIREMENTS - ALASKA HOMEPORTING

CONT (1.05) SEPT (1.16) BUDGET (1.27) = 1.382

CATEGORY CODE NUMBER	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	COST BY LOCATION BFR	COST BY LOCATION WATERFRONT SAND POINT F492 B: SIT	COST BY LOCATION BFR	COST BY LOCATION WATERFRONT SAND POINT	BASIS/NOTES
113-90	~~LAMPS Apron~~	~~SY~~	~~63~~	~~960~~	~~61~~			USEDLCAC Summary Sht.
122-20	Small Craft Fuel	SY	1217	60	73	60		Lump Sum Estimate - Includes Category Code 124-40
123-10	Filling Station	GL	11,500	4(GL)	46	4(GL)		P-80
124-40	Small Craft Fuel Storage	GA	1	30,000	30	30,000		See Note for Category Code 122-20
131-15	NICC/SECGRU etc.	SF	144	5,000	720	5,000		
131-40	Telephone Exchg.	SF	122	2,100	256	1,400		P-80
137-40	Port Control Off.	SF	111	5,000	555	5,000		
143-20	~~Ordnance Ops~~	SF	135	2,700	319	2,700		P-80
~~143-41~~	~~Armory~~	~~SF~~		~~1,500~~		1,500		P-80
143-77	Ops. Stor. (Hose Racks)	SF	62	8,400	521	8,400		
~~143-71~~	~~Ops. Stor. (Fuel Services)~~	~~SF~~		~~6,000~~		6,000		
A351-20	Gen'l Purp Fac	SY	1201	13,500 (11,100)	17,415	2,580		
~~A351-20~~	~~Gen'l Purp. Fac.~~	~~SF~~		~~1,500~~		1,100		See Attached Sheet
171-15	~~Cmnd Cnstl~~		114		480			
156-10	Transit Shed	SF	43	10,000	595	10,000		
171-20	Applied Instr./MOTU	SF	119	5,000		5,000		USEDLCAC Sum. Sht.
211-05	~~LAMPS Hangar~~	SF	141	49,233	3,796	15,000		
~~211-50~~	~~Indoor Range~~	~~SF~~		~~15,000~~		0		
213-30	SIMA	SF	38	120,000	1,560	8,500		
213-52	Boat Shop	SF	113	8,500	141	2,130		P-80
214-20	Auto Maint. (Non-Comb)	SF	133	12,000	1,558	1,110		P-80
~~218-60~~	~~Battery Shop~~	~~SF~~		~~1,110~~		20,000		P-80
~~516-60~~	~~Aircraft GSE Shop~~	~~SF~~		~~20,000~~		20,000		P-80
~~218-61~~	~~OSS Holding Shed~~	~~SF~~		~~20,000~~		10,400		P-80 - Shop Type 'B' - Use E
219-10	Public Works Gen'l Shops	SF	30	14,750	1,180	850		DO
219-20	Pav. & Grnds Shed	SF	43	850	37	1,100		DO
219-25	P.W. Work-in-Proc.	SF	91	1,100	100	5,700		DO
219-77	P.W. Maint. Stor.	SF	48	5,700	274			
421-22	H/E [illegible]	SF	182	3,000	546			

BASIC FACILITY REQUIREMENTS - ALASKA HOMEPORTING

COST SWPT BUDGET
(1.03) (1.16) (1.05x1.055) = 1.302

CATEGORY CODE NUMBER	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	WATERFRONT	SAND POINT	BFR	WATERFRONT	SAND POINT	BASIS/NOTES
					FY92 BUDGET					
421-72	Missile Magazine	SF	208	10,000	2,080					
441-10	Gen'l Warehouse 50,000 SD	SF	52	~~100,000~~	5200					NAVSUP
441-30	Hazardous/Flam. Storage	SF	122	1,200	146					
441-35	Gen'l Stor. Shed	SF	41	2,000	82					
431-10	Chill Storage	SF	145	8,200	1,189					3,000 WF
431-10	Freezer Storage	SF	99	3,500	347					4,000 WF - 30,000 SP
441-72	SERVMART	SF	53	25,000	1,325					P-80 - 160 pn x 150
451-10	Open Storage	SY	17	2,400	46					P-60 - 100 pn x 150/120 x 150
540-10	Dental Clinic	SF	126	3,200	403					40 pn x 150
550-10	Medical Clinic	SF	151	30,240	4,566					Includes FW Admin. legal, PSD
610-10	Admin.-Waterfront	SF	106	31,250	3,371					
610-10	Admin.-Sand Point	SF	127	15,000	1,905					P-80 - 625 pn = 735 modules Full
610-20	Data Processing	SF	132	4,000	529					189 pn = 33 modules Partial
~~611-40~~	~~Court Room~~	~~SF~~		~~2,500~~						modules = 760 SF
721-11-13	UEPH E1-E9	SF	79	178,600	14,109					P-60 - 40 pn = 10 modules
~~721-40~~	~~Discp. Barracks~~	~~SF~~		~~7,600~~						10 x 760
721-45	Dining Facility	SF	166	12,900	2,141					P-80 - 604 pn Full
	UOPH	SF	96	44,000	4,229					167 p Partial
										Not priced-low requirement
730-10	Fire Station	SF	170	4,800	528					23 pn Full - 22 pn Partial
730-20	Police Station	SF	110	1,750	193					P-30
730-25	Gate House	SF	123	577	73					P-80
730-76	Kennel	SF	141	350	49					P-30
~~730-81~~	~~Exchg Retail Store~~	~~SF~~		~~30,000~~						6 DOGs
740-01	Exchg Retail Store	SF		30,000	13,077					
740-02	Location Exchange	SF	79	7,000	490					170 points per P-80-NRSO Funded
740-05	Exchg Snack Stand	SF	114	2,700	307					P-80
										P-80 (3 stands)

BASIC FACILITY REQUIREMENTS - ALASKA NONREPORTING

CONT SHPT BUDGET

(1.05) (1.16) (1.05x1.055 = 1.302

CATEGORY CODE NUMBER	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	WATERFRONT	SAND POINT	BFR	WATERFRONT	SAND POINT	BASIS/NOTES
					FY92 BUDGET					
740-25	Family Svcs Center	SF	128	4906						
740-09	Exchg Srvc Outlets	SF	93	5,500	512		5,500			P-80 - 8359 Mil. Str. Mod.
~~740-10-17~~	~~Bank/Credit Union~~	~~SF~~		~~3,000~~			7,000			P-80 (Private Mod) Funded
740-28	Amusement Center	SF	100	5,000	500		2,500			P-80 - 8359 Mil. Str.
740-23	Commissary	SF	78	40,000	3,120					NAF Funded
~~740-22~~	~~Exchg Car Wash~~	~~SF~~		~~2,100~~			1,180			P-80 - 8359 Mil. Str.
740-30	Exchg Srvc/AutoPerc		78	5360						NRSO Funded
740-35	Hobby Shop-Arts/	SF	131	20,000	2,400		0			P-80 - 14351 Mil. Pop.
740-37	Special/Services	SF	58	3500						
740-38	Hobby Shop-Auto	SF	107	15,000	1,605		9,000			P-80 - 8359 Mil. Pers.
~~740-42~~	~~Bowling Alley~~	~~SF~~		~~24,000~~			8EA			P-80 - 11683 Mil. Pop. Mod.
							8EA			NAF Funded
~~740-50~~	~~Pistol House~~	~~SF~~		~~12,000~~			44,400			P-80 - 10-15,000 Mil. Str.
740-67	Consolidated Club	SF	125	62,000	7,750					Add FY91
740-44	Enl. Club E1-E9	SF	111	69,000	7,548		46,000			2,571 E1-E3 - 5,279 E4-E9
740-71	Class VI Store	SF	101	7,800	78		0			NRSO Funded
~~740-74~~	~~Child Care Center~~	~~SF~~		~~14,400~~			8,025			P-80 - 214 Children
740-83	Library/Ed. Srvcs	SF	103	15,000	1,620		9,000			P-80 - 4,665 Mil. Str.
750-10	Outdoor Play Courts	EA	12,927	2 ++	155		6			P-80 - 4,665 Mil. Str.
750-20	Playing Fields	EA	32,126	1 ++	32		1			Less than P-80 Allowance - Space Restriction

LR 61
1988

SELECT - QUERY
00009 ALL ROOT = SJR055

LR061 DOCUMENT= 1 OF 1

RESOLVE = LR61
YEAR = 88
SOURCE = HCSCSSJR55(RLS)
ROOT = SJR055
HEADING
NAME: LEGISLATIVE RESOLVE NO. 61
YEAR: 1988
SOURCE: HCSCSSJR55(RLS)
TEXT RELATING TO ESTABLISHING A UNITED STATES NAVY HOMEPORT IN ALASKA.

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

WHEREAS NAVAL ACTIVITIES IN THE NORTH PACIFIC AND ARCTIC OCEAN HAVE INCREASED DRAMATICALLY IN RECENT YEARS TO THE EXTENT THAT MORE FOREIGN VESSELS NOW OPERATE IN THESE WATERS THAN THE UNITED STATES REGISTERS OR DEPLOYS WORLDWIDE; AND

WHEREAS ALASKA, THE UNITED STATES AND CANADA ARE VULNERABLE TO ECONOMIC AND MILITARY PRESSURES FROM THE POTENTIAL FOREIGN CAPABILITY TO OPERATE IN NORTHERN OCEANS WITH NUCLEAR AND CONVENTIONAL POLAR CLASS ICEBREAKERS AND OTHER ICE-STRENGTHENED SHIPS; AND

WHEREAS ALASKA'S COASTLINE OF APPROXIMATELY 6,640 MILES IS LONGER THAN THAT OF THE REST OF THE CONTINENTAL UNITED STATES; AND

WHEREAS ALASKA IS OPENING TO INTERNATIONAL TRADE AND EXCHANGE THAT SUPPORTS GREATER NAVAL PRESENCE; AND

WHEREAS ALASKA OCCUPIES A PIVOTAL AND STRATEGIC POSITION IN RELATION TO THE PACIFIC AND ARCTIC RIMS; AND

WHEREAS ALASKA CONTAINS VAST QUANTITIES OF NATURAL RESOURCES THAT ARE OF STRATEGIC IMPORTANCE TO THE UNITED STATES; AND

WHEREAS ESTABLISHING A NAVY HOMEPORT AT ONE OR MORE ALASKAN COMMUNITIES COULD PROVIDE GREATER SUSTAINABILITY FOR NAVAL OPERATIONS IN THE NORTH PACIFIC AND ARCTIC OCEANS;

BE IT RESOLVED THAT THE GOVERNOR AND THE ALASKA STATE LEGISLATURE STRONGLY URGE THE UNITED STATES NAVY TO CONSIDER ESTABLISHING A HOMEPORT AT ONE OR MORE ALASKAN COMMUNITIES; AND BE IT

FURTHER RESOLVED THAT THE STATE OF ALASKA IS WILLING TO SERIOUSLY CONSIDER INVESTMENT OF AS MUCH AS $100,000,000, THROUGH A COOPERATIVE ARRANGEMENT WITH THE UNITED STATES NAVY, TO DEVELOP INFRASTRUCTURE OR OTHER CAPITAL IMPROVEMENTS NECESSARY FOR THE ESTABLISHMENT OF A MAJOR, LONG-TERM NAVY HOMEPORT IN ALASKA; AND BE IT

FURTHER RESOLVED THAT THE WILLINGNESS OF THE STATE OF ALASKA TO PROVIDE INFRASTRUCTURE OR OTHER CAPITAL IMPROVEMENTS IS CONTINGENT UPON THE COMPLETION OF A COST-BENEFIT ANALYSIS, INCLUDING CONSIDERATION OF RELEVANT ECONOMIC, SOCIAL, AND ENVIRONMENTAL FACTORS THAT DEMONSTRATES THAT THE STATE WOULD DERIVE NET BENEFITS FROM AN INVESTMENT OF PUBLIC FUNDS OR OTHER RESOURCES, AND BE IT

FURTHER RESOLVED THAT THE STATE OF ALASKA STRONGLY URGES THE UNITED STATES NAVY TO SECURE FROM ANY HOMEPORT COMMUNITY ITS SUPPORT AS TO SITING AND WORK WITH IT ON ISSUES OF MUTUAL CONCERN, INCLUDING THE DEVELOPMENT OF AN APPROPRIATE EMERGENCY MANAGEMENT PLAN THAT ADDRESSES PUBLIC SAFETY AND OTHER ISSUES.

COPIES OF THIS RESOLUTION SHALL BE SENT TO THE HONORABLE FRANK CARLUCCI, SECRETARY OF DEFENSE; TO THE HONORABLE WILLIAM BALL, III, SECRETARY OF THE NAVY; AND TO THE HONORABLE TED STEVENS AND THE HONORABLE FRANK MURKOWSKI, U.S. SENATORS, AND THE HONORABLE DON YOUNG, U.S. REPRESENTATIVE, MEMBERS OF THE ALASKA DELEGATION IN CONGRESS.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.

AK Homebasing Report

PREPARATION

The Alaska Home Basing Study was performed by staff members of the Naval Facilities Engineering Command as tasked by the Commander in Chief U.S. Pacific Fleet. The following personnel participated in the field investigation and contributed data contained in the report:

Mr. David L. Jarvis
Mr. James F. Bryant
Ms. Marcia K. Pauley
Mr. N. Terry Greiner
Mr. Joseph L. Bonaparte
Mr. Richard Trimble

The Alaska Home Basing Report was prepared by staff members of the Pacific Northwest Branch Office, Western Division, Naval Facilities Engineering Command, Silverdale, Washington, under the direction of Mr. James F. Bryant.

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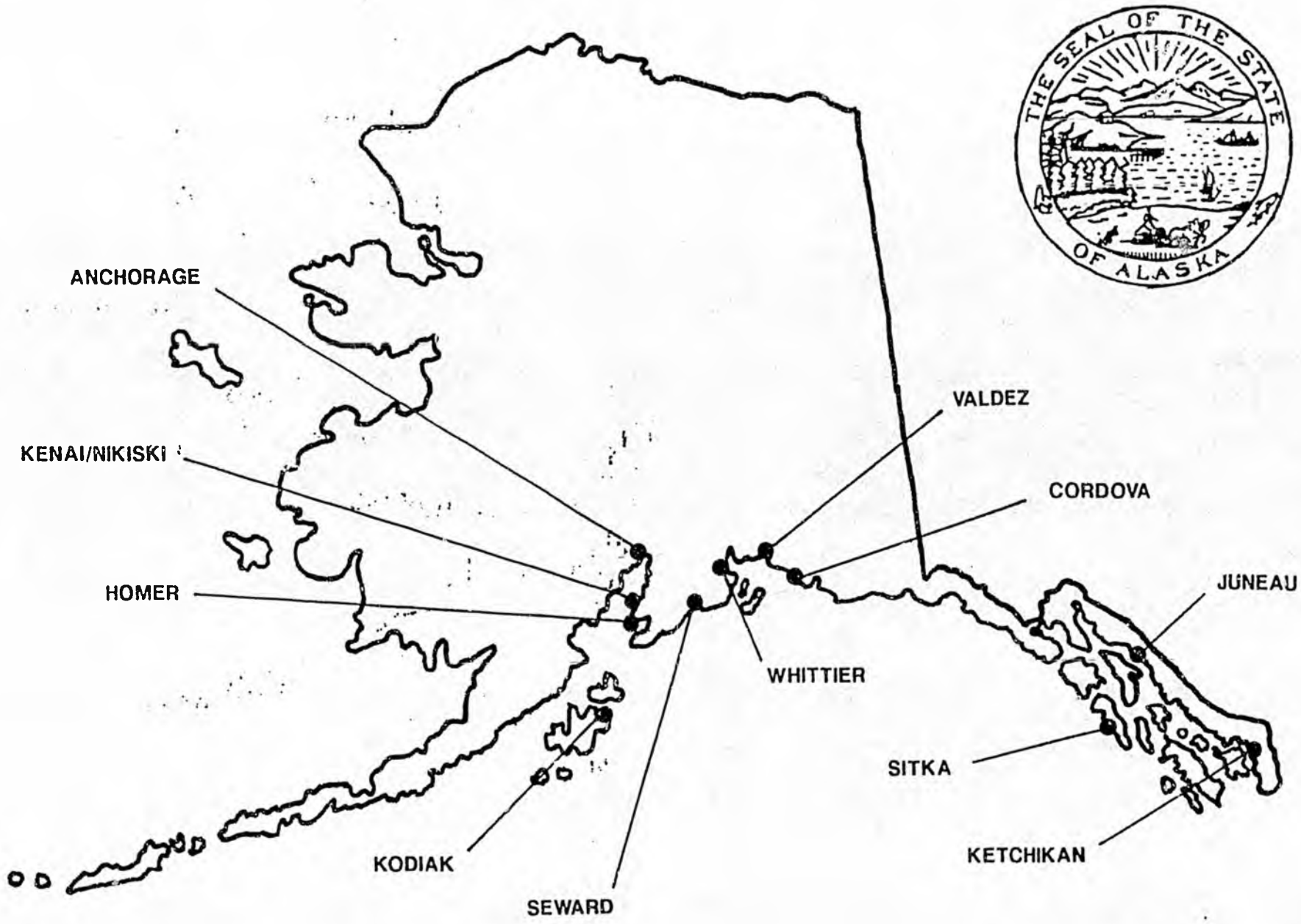

THE SEAL OF THE STATE OF ALASKA
ANCHORAGE
KENAI/NIKISKI
HOMER
KODIAK
SEWARD
WHITTIER
VALDEZ
CORDOVA
JUNEAU
SITKA
KETCHIKAN

figure 1-1

ANCHORAGE

Anchorage, the largest city and metropolitan area in Alaska, is located at the head of Cook Inlet, 1,445 air miles north of Seattle.

I. POPULATION

The Municipality of Anchorage has an estimated population of 240,000, with an estimated population in surrounding communities of 20,000. This represents approximately one-half of the state population.

II. CLIMATOLOGY

The climate of Anchorage is typical of most cities in the northern latitudes; that is, warm during summer months and cold and snowy during winter. Summer temperatures range up to 70 degrees while wintertime lows can reach -20 degrees. The area receives about 16 inches of rain and 64 inches of snow per year. Winds are usually light to moderate and visibility is normally excellent. The Anchorage Bowl area experiences overcast sky conditions approximately 70% of the year. Spectacular summers days last over 19 hours while winter days are as short as 5.5 hours.

III. HARBOR CHARACTERISTICS

The Port of Anchorage is located at the head of Cook Inlet, 178 miles from open ocean. Transit from open ocean is around the tip of the Kenai Peninsula and directly up Cook Inlet. Navigation into the port is clear with the exception of Fire Island and the Knik Arm Shoals. The channel depth is -26 feet Mean Low Low Water (MLLW) and is 1/2 mile wide at its narrowest point. There are no overhead obstructions into the port. Tides in Cook Inlet and the Port of Anchorage run from extremes of -6.5 feet to +38 with the normal high of 29 feet and 2 to 3 knot currents.

Heavy ice normally accumulates in upper Cook Inlet from the middle of December through January and remnants remain through mid to late April. The extent of ice in Cook Inlet is primarily dependent on the severity of the winter and wind conditions.

Heavy siltation in upper Cook Inlet is a continuing problem requiring regular maintenance dredging. In addition to silt accumulation, suspended silt may present maintenance problems for shipboard equipment.

IV. PORT SERVICES

Port services in Anchorage are limited to one tug boat and a rubbish barge. Waterborne services have not been required since fuel, water and sewage service is currently provided alongside all piers.

V. EXISTING WATERFRONT FACILITIES

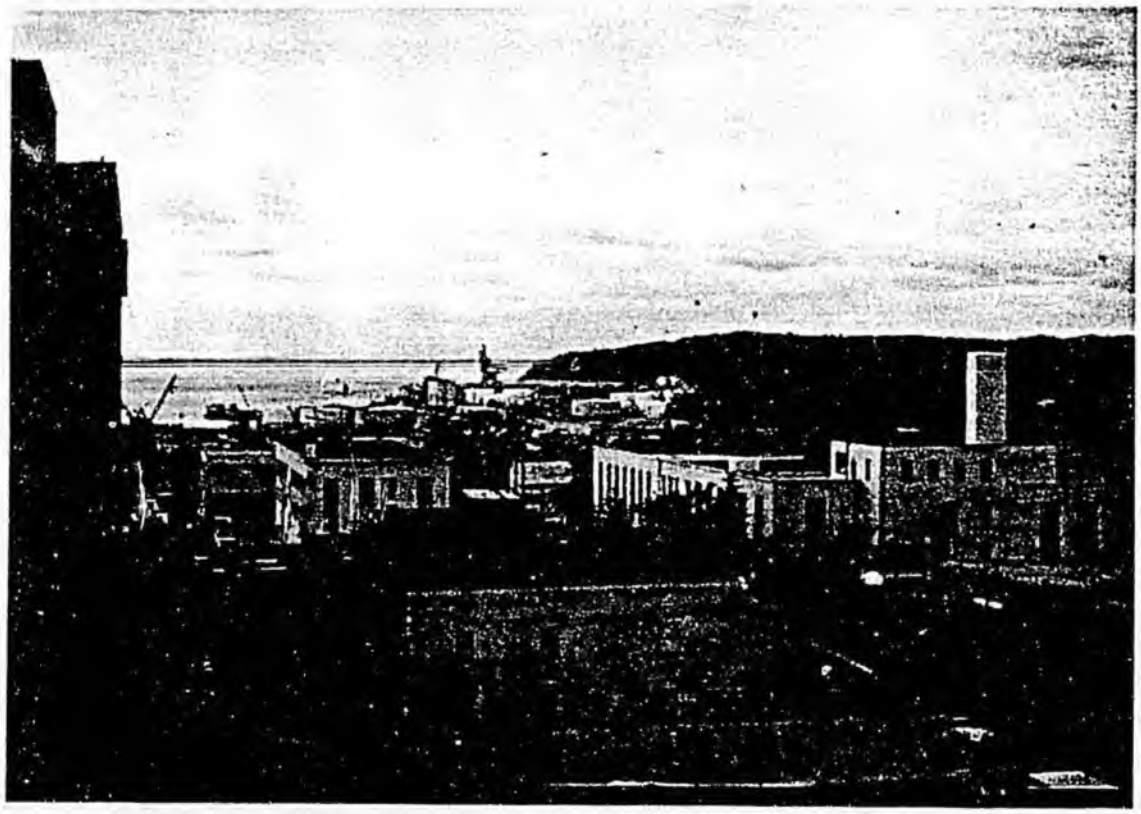
The Port of Anchorage offers the following steel pile supported concrete wharves:

a. Petroleum Terminal: 47' X 612' (including dolphins)
b. Terminal No. 1: 95' X 610'
c. Terminal No. 2: 69' X 600'
d. Terminal No. 3: 69' X 1011' (including dolphins)

All wharves are elevated to 41' MLLW with depth alongside annually dredged to -35' MLLW. The load limit on all wharves is 650 pounds per square foot.

VI. EXISTING ONSHORE FACILITIES

There are currently no onshore facilities suitable for construction of a home base for Navy ships in Anchorage or the surrounding area.



The Municipality and Port of Anchorage has proposed an interim and long-range plan for home basing. The interim plan calls for home basing to take place at the Ship Creek development site on the Anchorage waterfront near the existing port. This project has been under study for some time and is planned for the near future whether home basing occurs or not. To accommodate home basing, a portion of this site would be set aside for Navy use until such time as a permanent Navy home base could be developed on Fire Island.

Fire Island is located approximately 2 3/4 miles west of Point Campbell near Anchorage International Airport. This 4,240 acre cigar shaped island is described in the "Anchorage Coastal Resource Atlas", Volume Four (1982), as having "a perimeter characterized by steeply rising bluffs ranging in height from 80' to nearly 300' above tide level. At the extreme north and southwest ends of the island are two low lying sand spots. The remainder of the island is hummocky. Elevation ranges in height from 50' to 300'". Currently there is only air or water access to the island. The Port and Municipality are proposing the construction of a road/rail causeway from the mainland to the island to accommodate access.

VII. SEISMIC FACTORS

The Anchorage area is located in Seismic Zone four per NAVFAC P-355, Seismic Design for Buildings. The area has been hit by only four major earthquakes since 1899, the worst being in 1964 when Anchorage experienced significant damage directly due to ground shaking and settling. Detailed geology and susceptibility to seismic activity for Fire Island is detailed in the "Anchorage Coastal Resource Atlas".

VIII. LOGISTIC SUPPORT

Logistic support in the Anchorage area is excellent. Besides hosting many wholesalers dealing in all types of goods and materials, year round container ship and air freight service is available.

Petroleum, oils and lubricants (POL) are readily available in the Anchorage area. Diesel oil storage capacity is 254,000 barrels, jet fuel is virtually unlimited, aviation gas storage is 165,000 barrels and various lubricant products are stored in 55 gallon drums in any quantity desired.

The number of ship chandlers is limited in Anchorage. Repair parts are available by container delivery or air freight.

Ship provisioning in Anchorage is virtually unlimited. There are many food brokers and wholesale suppliers of all food items located here. Stocking levels are high and replenishment time short.

IX. TRANSPORTATION

Anchorage can be reached by air, water and road. Anchorage International Airport provides countless flights daily to several points in the lower 48 states as well as many overseas flights. Rail service is available to Seward on the Kenai Peninsula, Whittier on Prince William Sound and inland to Fairbanks. The area is connected by highway to Fairbanks, Seward, Homer, and the lower 48 states via Canada. Access to the Alaska Marine Highway System can be made in Whittier, Seward or Homer, depending on the desired route. In addition, Elmendorf Air Force Base has many Military Airlift Command flights to locations in the lower 48 states, overseas and within Alaska.

Anchorage International Airport offers full service facilities from control tower services to aircraft maintenance. Two runways, both greater than 10,000 feet in length, are capable of handling any type of aircraft. Merrill Field, a general aviation airport, is located near downtown Anchorage. Complete services for small aircraft are also available at this airport.

X. INDUSTRIAL SUPPORT

Ship repair facilities in Anchorage are limited but do have expertise in welding, rigging, machining, pipefitting, electrical, marine engine repair, sandblasting and painting. There is not a drydock facility in the area. There are six major crane companies in Anchorage that can supply all types and sizes of cranes as needed. The Port of Anchorage has portable cranes up to 150 tons, dockside gantry cranes to 40 tons and container cranes to 40 tons. There are several hundred people employed in the boat repair industry and more available if the need exists.

XI. UTILITIES

Utilities are provided by the Municipality of Anchorage. Electric power is generated by a combination of diesel, natural gas and steam turbine totalling 299,300 KW. Current peak demand is estimated at 143,000 KW. Residential electric service is billed at $4.50 per month plus 6.23 cents per KWh. Large commercial service is provided at $292 per month plus 3.43 cents per KWh plus a demand charge of $8.52 per KW.

Potable water and sewer service is also provided by the Municipality. The residential water rate for the Anchorage Bowl area is a flat charge of $13.60 per month while sewer service is provided at a flat charge of $15.60 per month. The charge for large commercial customers is a negotiated fee.

XII. PERSONNEL SUPPORT

Housing in Anchorage at this time is extremely competitive due to an estimated vacancy rate of 32%. Rental rates range from $295 per month for an efficiency/one bedroom to a high of $795 for a four bedroom home. Sale prices of two bedroom units begin at $73,000 and range up to $124,000 for the average four bedroom home. Although these figures represent the average costs of housing, it should be noted that many properties are currently available at lower costs.

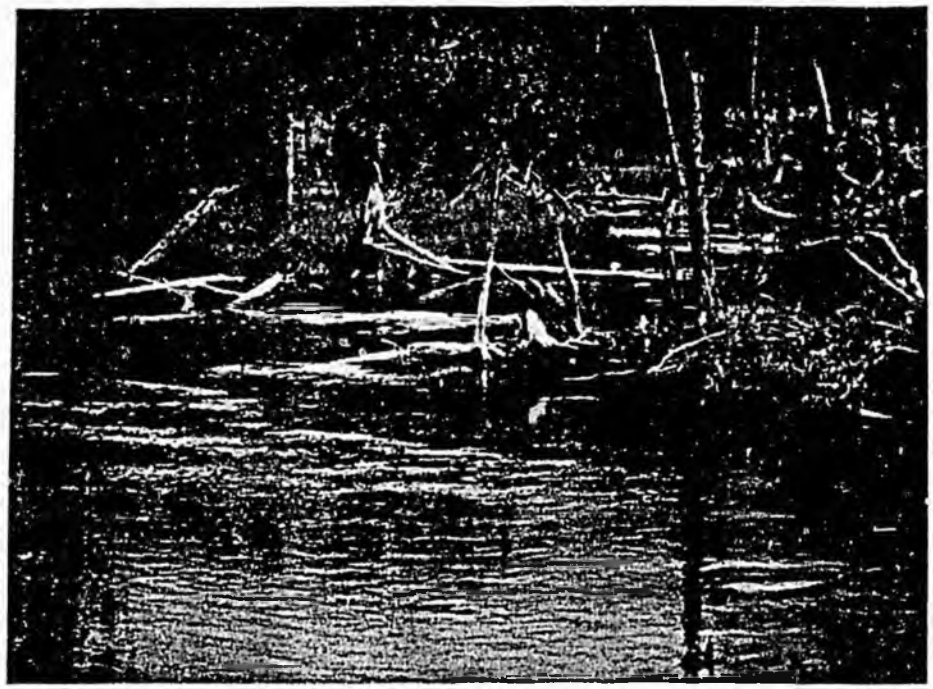
The Anchorage School District provides public education in the area with many fine facilities. The current elementary enrollment district-wide is 24,381 while secondary enrollment is 19,274. Any growth in enrollment due to Navy home basing can be easily absorbed into the system. In addition to traditional classroom education, the district offers a host of special programs to deal with various disabilities and handicaps.

Anchorage is home to two four year colleges; the University of Alaska Anchorage and Alaska Pacific University. Both institutions offer undergraduate and graduate degrees in many fields.

Anchorage has an excellent library system. The Lousac Library is the main facility serving nine branches. In addition to a large audio-visual department, the system has over 475,000 volumes in the collection.

Health care in Anchorage is provided by 460 private practice physicians and two hospitals with 541 beds. Full laboratory services are available as are speciality services such as physical therapy, radiology, etc. In addition to medical services provided in the private sector, there is

a full service military hospital located at Elmendorf Air Force Base.



The Anchorage community offers a full range of recreational facilities in both municipal and private organizations. Any activity imaginable can be found in the city, along with fishing, hiking, skiing, boating, hunting and kayaking in the surrounding area.

The cultural and social need of the residents are satisfied in many ways. The Anchorage Arts Council sponsors many events, soon to be performed in the new Anchorage Performing Arts Center. Most social and service clubs are represented in the city but there are few if any private social clubs. In addition to civic organizations, the military structure in the Anchorage area provides many activities appealing to the military community.

Shopping in Anchorage is similar to that in any large city in the country. Within the city are six major shopping malls, and large supermarkets and department stores abound.

XIII. COMMUNITY IMPACTS

The Municipality and Port are on record indicating that Navy home basing will not have any negative impact on the community.

XIV. ENVIRONMENTAL ISSUES

Development in the Anchorage Bowl is extensive and for this reason, there is little likelihood that construction of a home base will have much impact on the natural environment. The impact on wildlife and bird populations is not likely, but must be monitored. Regardless of where a home base would be built, it can safely be said that construction would involve considerable dredging. Considering that dredging is done routinely in the area, additional dredging resulting from home basing should present no problem. There are no known sites of cultural or historic concern in the proposed development area. The Municipality of Anchorage has a Coastal Zone Management Plan in place and several environmental documents for other projects in the area are available.

XV. COMMUNITY SUPPORT

Community support for home basing in the Anchorage area appears to be very strong. There are several Navy proponent organizations active in the area and they are taking an active role in attempting to secure home basing for Anchorage. Media reaction to home basing has been positive.

Municipality of Anchorage

P.O. Box 196650
Anchorage, Alaska 99519-6650

Unified Home Rule Municipality

Phone: (907) 343-4431

INCORPORATION DATE:	September 1975
POPULATION:	248,263
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	8% Hotel/Motel Tax
ASSEMBLY MEETS:	Every Tuesday
MANAGER FORM OF GOV'T:	No

MAYOR: Tom Fink 1990

ASSEMBLY MEMBERS	
John Wood, P.O.	1989
Fred Dyson	1988
Heather Flynn	1989
Craig Campbell	1989
Bill Faulkner	1988
James Kubitz	1989
Kevin Parnell	1988
Brad Bradley	1988
Larry Baker	1989
Joe Evans	1988
James Barnett	1989

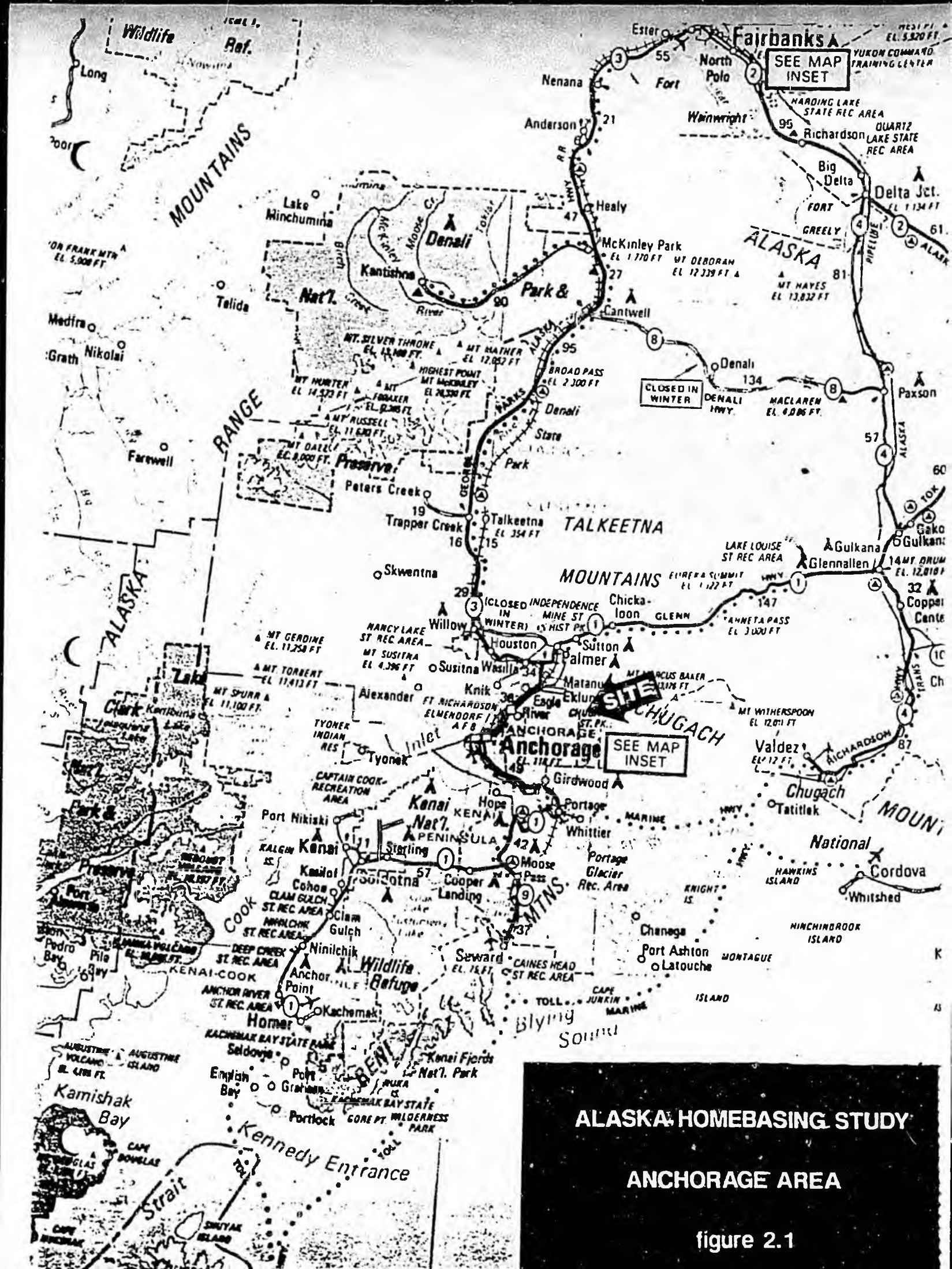
PLANNING/ZONING COMMISSION	
Scott Fleming, Chair	1990
Daphne Brown	1990
Tom Henry	1988
Alicia Iden	1988
Paul Carr	1988
Toni Jones	1990
Brooke Marston	1989
Virginia McKinney	1989
Dale Merrell	1989

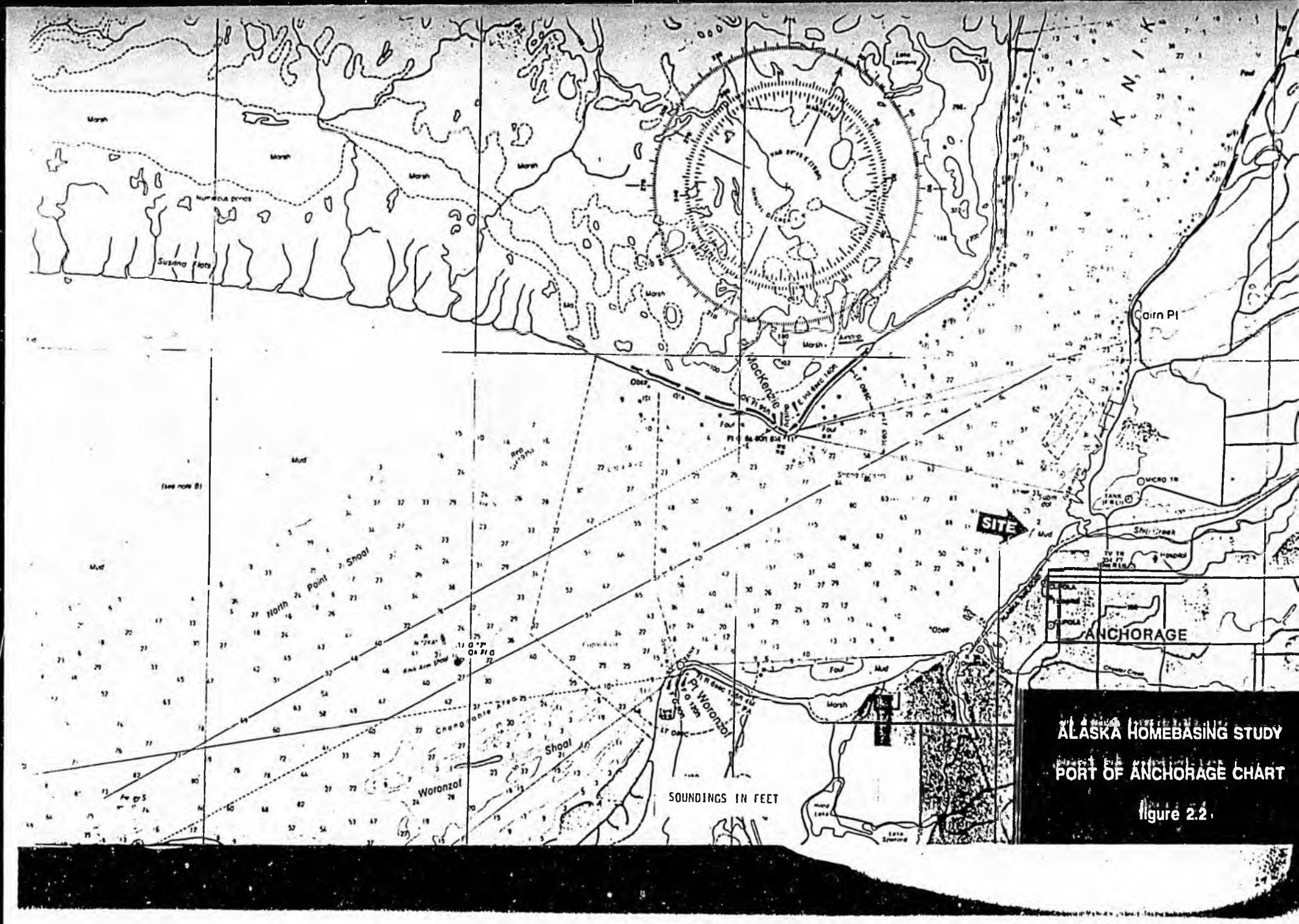
SCHOOL BOARD MEMBERS	
Martha Roderick, PO	1988
Bettye Davis	1988
Darryl Jordan	1989
Jim Robinson	1989
Carol Stolpe	1990
Jean Buchanan	1990
William Frick	1990

MUNICIPALLY OWNED UTILITIES: Water, Electricity, Airport, Refuse Collection, Telephone, Port, Sewer

BOROUGH POWERS: Areawide: Animal Control, Taxation, Education, Fireworks Control, Health & Environmental Protection, Library, Mass Transit, Planning, Platting & Zoning, Taxi & Limousine Regulation, Use of Rights-of-Way, Parking, Civic Centers, Sewers and Sewer Treatment Facilities
Non-Areawide: Building Safety
Service Areas: Fire, Parks & Recreation, Roads & Drainage, Police

AIRPORT MANAGER.....Joe Fouts
ASSESSOR.....Phil Weber
ATTORNEY.....Jerry Wertzbaugher
CIVIL DEFENSE DIRECTOR.....Jack Cervantes
CLERK.....Ruby Veldkamp
COMPTROLLER.....Barbara Willows
ENGINEER.....David Norton
FINANCE DIRECTOR.....Barbara Steckel
FIRE CHIEF.....Ross Fossberg
HEALTH OFFICER.....Rodman Wilson, M.D.
LIBRARIAN.....Keith Revelle
MANAGER (Acting).....John Franklin
PARKS & RECREATION DIRECTOR.....Bob Robertson
PLANNING DIRECTOR.....Bill Luria
POLICE CHIEF.....Ron Otte
PORT DIRECTOR.....Tyler Jones
PUBLIC UTILITY MANAGER.....Gordon Zerbetz
PUBLIC WORKS DIRECTOR.....Will Abbott
PURCHASING OFFICER.....Ted Chenier
SUPERINTENDENT OF SCHOOLS.....Bill Coats
TREASURER.....Ellen Braden
WATER/SEWER SUPERINTENDENT.....Jean Ruppert

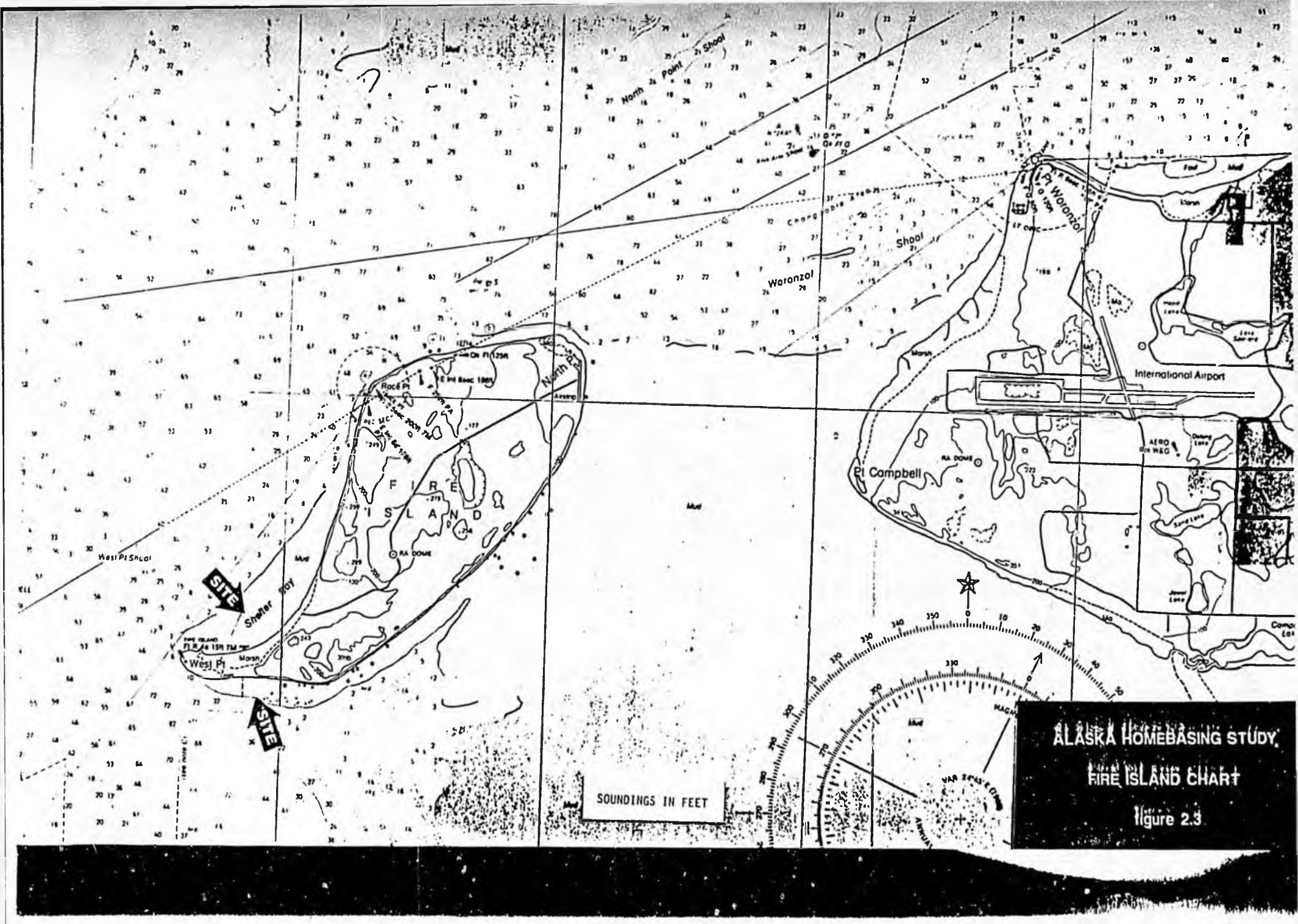

Wildlife Ref.
Long
MOUNTAINS
Ester
Fairbanks
SEE MAP INSET
North Pole
Fort Wainwright
Nenana
Anderson
Richardson
HARDING LAKE STATE REC AREA
QUARTZ LAKE STATE REC AREA
Big Delta
Delta Jct.
FORT GREELY
ALASKA PIPELINE
Healy
McKinley Park
Lake Minchumina
Denali
Kantishna
Park &
Nat'l.
Preserve
Telida
Medfra
Grath
Nikolai
Farewell
RANGE
Cantwell
Denali
CLOSED IN WINTER
DENALI HWY
MACLAREN
Paxson
Peters Creek
Trapper Creek
Talkeetna
TALKEETNA
Skwentna
Gulkana
Glennallen
LAKE LOUISE ST REC AREA
Chicka-loon
GLENN
Willow
Houston
Sutton
Palmer
Susitna
Wasilla
Knik
Alexander
Lake Clark
Tyonek
Anchorage
SEE MAP INSET
Girdwood
Valdez
Chugach
Tatitlek
Port Nikiski
Kenai
Kenai Nat'l. PENINSULA
Sterling
Soldotna
Cooper Landing
Hope
Portage
Whittier
Moose Pass
Portage Glacier Rec. Area
National
Cordova
Whitshed
HAWKINS ISLAND
KNIGHT IS
HINCHINBROOK ISLAND
Chenega
Port Ashton
Latouche
MONTAGUE ISLAND
Cook Inlet
Clam Gulch
Ninilchik
Anchor Point
Homer
Seldovia
Seward
Wildlife Refuge
Kachemak
Kenai Fjords Nat'l. Park
Kamishak Bay
Portlock
Kennedy Entrance
Strait
Blying Sound
ALASKA HOMEBASING STUDY
ANCHORAGE AREA
figure 2.1



ALASKA HOMEBASING STUDY

PORT OF ANCHORAGE CHART

figure 2.2



ALASKA HOMEBASING STUDY

FIRE ISLAND CHART

figure 2.3

CORDOVA

Cordova is located on Orca Inlet in Prince William Sound, 150 air miles southeast of Anchorage and 1,295 air miles northwest of Seattle. There are no connecting roads outside the area, therefore, travel to and from Cordova is by air or water.

I. POPULATION

Cordova is a small fishing community with an estimated population of 2,520. City officials predict that the population will increase approximately 1 percent each year through the year 2000. Annexation of the adjacent road connected areas, which is in the planning stage at this time, will boost city population by about 450 persons.

II. CLIMATOLOGY

Cordova is sheltered from the Gulf of Alaska by several islands, the effect of which is to moderate the climate. The marine climate here is characterized by mild winters and cool, wet summers. The warmest month is August when temperatures average 61 degrees; the coldest month is January with an average temperature of 23 degrees. Cordova experiences heavy year round precipitation with average rainfall measuring 168 inches in the city and 81 inches at the airport on the other side of Mount Eyak and Mount Eccles. Snow loading during winter is exceptionally high since the water content of the snow exceeds that of any other location in the state.

III. HARBOR CHARACTERISTICS

Cordova is located 70 miles from open ocean via Orca Channel and Nelson Bay, through Orca Bay and then into Prince William Sound. Orca Inlet suffers from silting and for the most part averages between -10 feet MLLW and -20 feet MLLW. Extensive start-up dredging would be required in order for the Navy to home base large ships in Cordova. Additionally, Orca Inlet is typically 1/4 mile wide so navigation by large vessels is somewhat constrained. Currents in Orca Inlet average 2 to 3 knots while in Orca Bay the current averages 5 to 6 knots. There are no overhead obstructions in the approach to Cordova, however a number of rock and sand/silt bars exist. Only the rocks are marked by buoys. There is no ice build-up in navigable waters in the Cordova area. Winds in the area are normally less than 5 mph.

IV. PORT SERVICES

Port services for larger vessels do not exist in Cordova, a small town oriented to the commercial fishing industry. There are no available tug boats, lighters or passenger vessels.

V. EXISTING WATERFRONT FACILITIES

Existing waterfront facilities are limited to the Ocean Dock and City Dock. Ocean Dock is a 408 foot by 70 foot reinforced concrete pier with steel piles in good condition. The pier load limit is 650 psf. The deck height is +22 feet MLLW and depth alongside is -25 feet MLLW. City Dock is a 300 foot by 30 foot wooden pier with wood piles in average condition. The deck height is +20.5 feet MLLW and depth alongside is -22 feet MLLW. The pier load limit is unknown.

VI. EXISTING ONSHORE FACILITIES

Existing onshore facilities for Navy home basing use are not available in Cordova. With the city built on the shoreline at the base of Mount Eyak and Mount Eccles, there are virtually no uplands except those created by rock fill. All waterfront structures are in use by the fishing fleet and fish processing operations.

The only proposed construction site for a Navy home base is at Shepard Point, located some 8 miles north of town. The area is owned by the Eyak Corporation, a native corporation created by the 1971 Alaska Native Claims Settlement Act. Eyak Corporation has expressed a desire to work with the Navy in developing Shepard Point. Although minimum water depth at Shepard Point is -40 feet MLLW, the adjacent uplands are solid rock hills beginning at water's edge. This condition exists from the end of the road some 5 miles away. Construction of an access road and base facility would require extensive blasting of solid rock hills.

VII. SEISMIC FACTORS

Cordova, like the rest of Alaska, is seismically active. The area is affected by the Chugach-St. Elias, Fairweather and Dinali faults. As a result of plate subduction during the 1964 Alaska earthquate, the entire Cordova area was raised 6 feet. In addition to earthquakes, Cordova is subject to sea waves or tsunamis as demonstrated by the 7 meter wave resulting from the 1964 earthquake. The waterfront area suffered extensive damage from this wave.

VIII. LOGISTIC SUPPORT

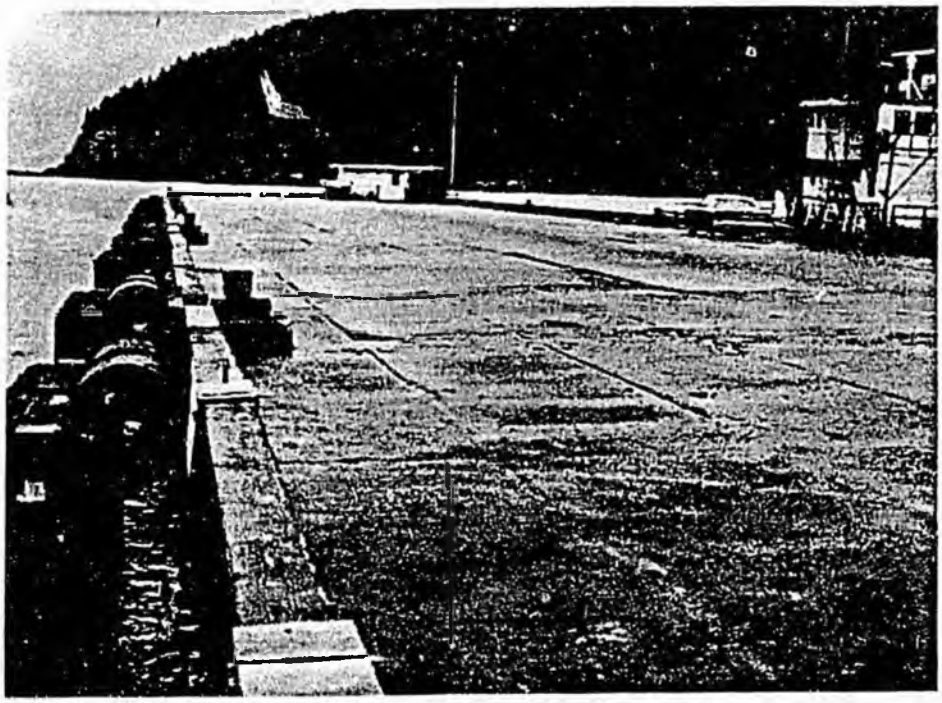
Logistic support for a Navy operation in Cordova is limited, as would be expected in any small town. Supplies and materials are barged to Cordova from Seattle regularly, but in limited quantities.

Storage capacity of diesel oil is limited to 500,000 gallons. Delivery to the Ocean Dock is by a 2 inch pipeline at a delivery rate of 6,000 gallons per hour. Jet fuel storage is limited to 117,000 gallons with delivery by tank truck at 100 gallons per minute. Aviation gasoline (storage capacity of 50,000 gallons) is delivered by truck at 50 gallons per minute. Oily wastes and hazardous wastes are placed in drums and barged away for disposal.

Provisioning of Navy ships and shore support facilities would need to be done by the Navy as there are no wholesalers in Cordova at this time capable of providing such support. The same is true for ship parts support; local marine supply houses are small and stocked to meet the needs of the the fishing fleet.

IX.

TRANSPORTATION



Transportation to and from Cordova is by air or ferry as there are no roads connecting the area to other communities.

The Cordova Airport is an impressive facility for such a small community. The runway is 7,500 long, paved and in good condition. Twice daily service to Anchorage and Juneau is provided by Alaska Airlines, and Wilber's Airline provides daily service to Anchorage via other communities in the Prince William Sound area.

The Alaska Marine Highway System provides passenger and vehicle service to Whittier, Valdez, Seward, Kodiak and Homer. Generally, the service is weekly to most ports, however, during winter months it is suspended to some areas.

X. INDUSTRIAL SUPPORT

Limited industrial support for marine related operations is available from two welding shops in Cordova. There is no drydock facility nor other dedicated repair facility. There is one 140 ton P & H wheeled crane, one 15 ton boom crane and one 8 ton boom crane.

XI. UTILITIES

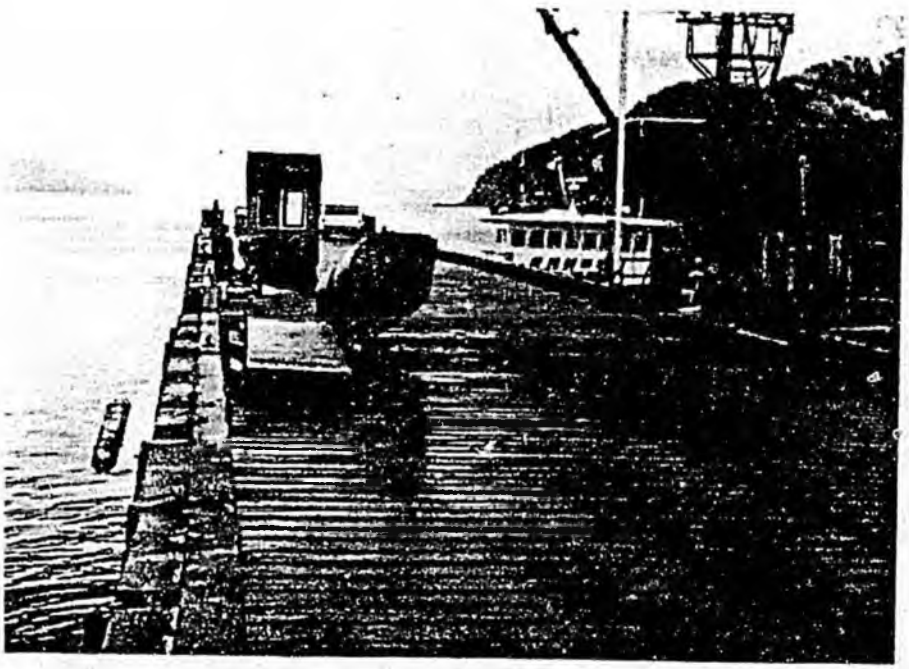
Except for electricity, utilities in the area are provided by the City of Cordova.

The Cordova Electric Cooperative, Inc. supplies electricity to the area. Total current capacity is 10,800 KW, however, construction is underway on the Humpback Creek hydroelectric plant and plans call for the construction of two more hydroelectric plants in the near future. Once these plants are on line total capacity will be 20,000 to 26,000 KW. Residential and commercial rates are the same except for a demand rate of $6.00 per KWh per month for commercial customers. Current rates are $18 per month plus 16 cents per KWh for the first 1,000 KWh, 14 cents per KWh for the next 19,000 KWh and 12 cents for each additional KWh. Average monthly residential electric bills are $66. Although residential electricity consumption should result in a much higher monthly bill, the first 750 KWh are subsidized by the State of Alaska Power Cost Equalization Program. The current peak load on the electric system is 4,500 KW.

Potable water is provided by creeks, lakes and catchment basins via the new Eyak Lake water treatment plant, which has a current capacity of 2 million gallons per day. Distribution is made throughout the area. Sewage collection and treatment is a critical issue in Cordova. The existing treatment plant has a capacity of

700,000 gallons per day and is routinely overloaded. Collection and treatment is very important in Cordova since soil conditions make septic systems marginal at best. Plans are underway to expand the treatment plant, but until additional capacity is available, new customers will only exacerbate the problem.

Solid waste is collected by a contractor and disposed of by the city by means of a baler operation. The existing landfill has an estimated life of 5 years. Negotiations are underway to obtain a new landfill site which will serve well into the future.



XII. PERSONNEL SUPPORT

Housing in Cordova seems to be a problem for current residents, not to mention an influx of new residents. There are no real estate agents in Cordova with whom the team could consult, but conversations with city officials and local business leaders indicate that sale of a property is immediate when it becomes known that it's available. The rental market is handled in a similar manner so it was impossible to determine the vacancy rate, however, indications are that thereare no vacancies. A search of the weekly newspaper classified advertisements during the team visit listed only rooms, no apartments or houses.

The Cordova School System operates an elementary school (grades K-6) and a high school (grades 7-12). The elementary school is in a building constructed in 1955. The school is maintained in good condition and provides a good educational environment, however, the site is severely constrained and does not offer much in outdoor play area. The City of Cordova Draft Comprehensive Development Plan of January 1988 describes the play areas as "inadequate in meeting the physical education requirements of the students". The high school, built in 1967, is an excellent facility offering a wide range of student services. In addition to high school classes, the system offers an extensive program of adult education services which are well attended.

The health care needs of Cordova are provided by three resident physicians and a new hospital dedicated in 1986. The hospital has 13 acute care beds, 10 long-term beds and full laboratory, radiology and physical therapy services. The Cordova Department of Public Safety operates an emergency medical system in conjunction with the hospital. Most specialized services require travel to Anchorage.

Recreation in Cordova is important due to the isolated nature of the community. Indoor sports, including basketball, swimming and other gymnasium activities, are available at both city and school district facilities. Outdoor activities range from ice skating to skiing, hunting, hiking and camping. There are several parks in the Cordova area including tot lots, general playgrounds, and picnicking. Nirvana Park, on the north shore of Eyak

Lake, provides a variety of outdoor activities. The park, founded by Herman Feldman in the 1920's and his resting place today, is the most popular. Next to the park is a small historic graveyard where many early settlers were put to rest. The most famous among these is one Tillie Le Roi, an early Cordova madam known as the "Mucker's Dream".

Cultural activities in Cordova are centered around the library and museum. The library offers a variety of programs for children and adults. The library collection numbers 14,000 volumes and a selection of audio-visual materials. The museum features native artifacts and historical memorabilia. Community support for the library and museum is high. Several fraternal organizations, including the Elks, Moose, Alaska Pioneers and Masons and their auxiliaries, provide cultural events for the residents.

XIII. COMMUNITY IMPACTS

Considering the size of Cordova, it can be expected that a Navy home basing initiative would have a great impact on the community. On the plus side, an expanded economic base with a diversity in "industry" would benefit the community. On the negative side, a sudden influx of population nearing 50% (assuming two Navy ships and dependents) would severely tax the limits of city services. The impact on wastewater treatment from additional housing requirements alone could disrupt city budgeting and have an adverse impact on the environment.

The impacts on Cordova could be overcome with proper planning and funding, but the lifestyle of the community would be forever changed.

XIV. ENVIRONMENTAL ISSUES

Natural environment concerns in Cordova are not dissimilar from those in other parts of Alaska. Bald eagles, both nesting pairs and seasonal populations, trumpeter swans and various protected marine mammals frequent the area. There are numerous archaeological and historic sites scattered throughout Cordova, including two state registered historic sites in the area recommended for Navy development at Shepard Point. The City of Cordova has implemented a Coastal Zone Management Plan and there are numerous environmental documents prepared for other projects which could be applicable to Navy home basing.

XV. COMMUNITY SUPPORT

Community support for Navy home basing is difficult to assess. The local newspaper has not commented, there are no local television stations, and local radio has appeared to remain silent on the issue. Discussions with local officials and businessmen were cordial but unenthusiastic. On several occasions a comment to the effect that "we are a small fishing community and like it that way" was heard.

Cordova

P.O. Box 1210
Cordova, Alaska 99574

Home Rule City

Phone: (907) 424-6200

INCORPORATION DATE:	July 8, 1909
POPULATION:	2,585
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	4%
CITY COUNCIL MEETS:	First & third Mondays
MANAGER FORM OF GOV'T:	Yes

MAYOR: Erling T. Johansen 1989

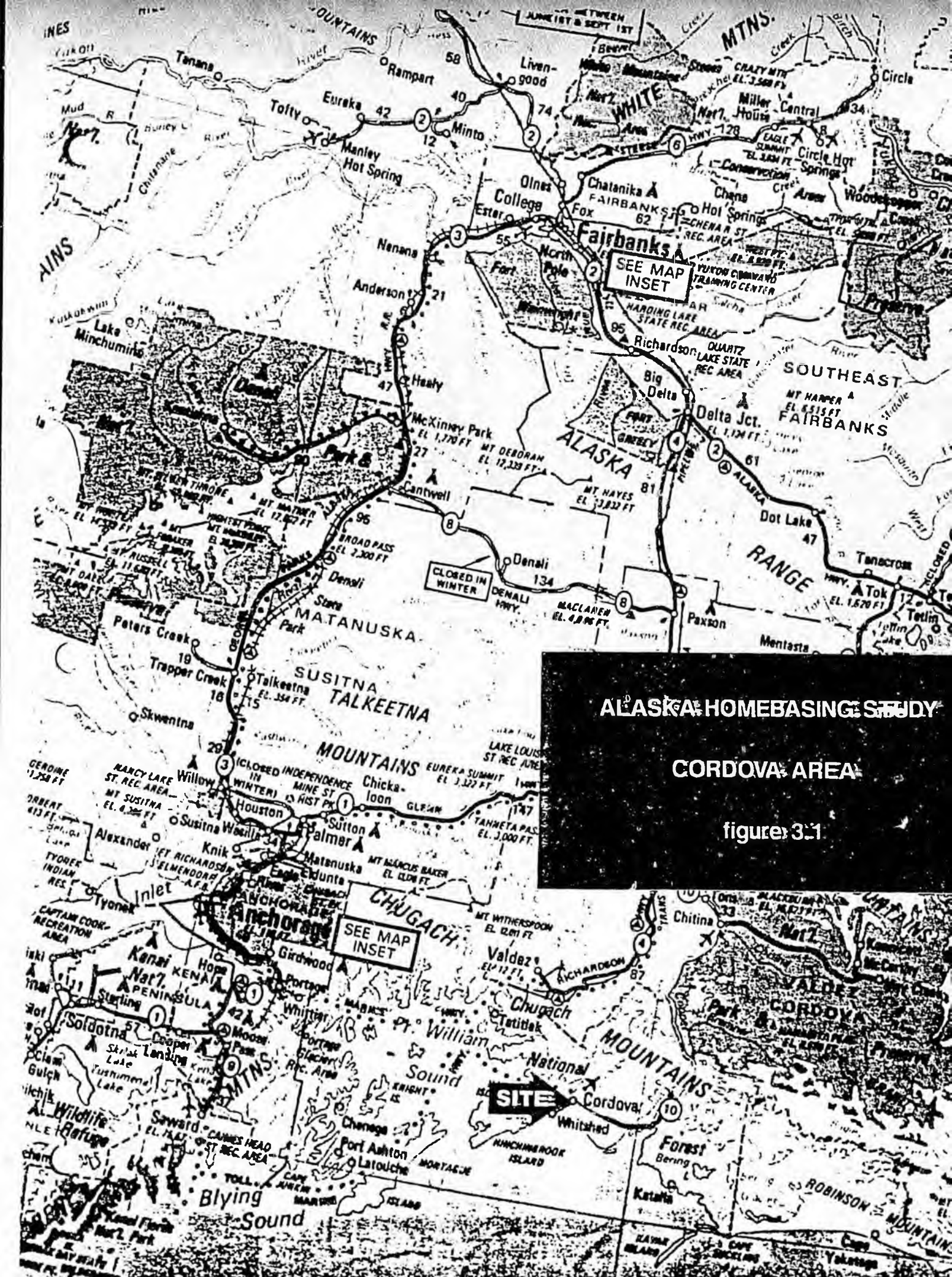
CITY COUNCIL MEMBERS	
Dave Rawlins	1989
Michael Anderson	1989
Dick Borer	1988
Don Narrance	1988
Meera Kohler	1990
Robert (R.J.) Kopchak	1990

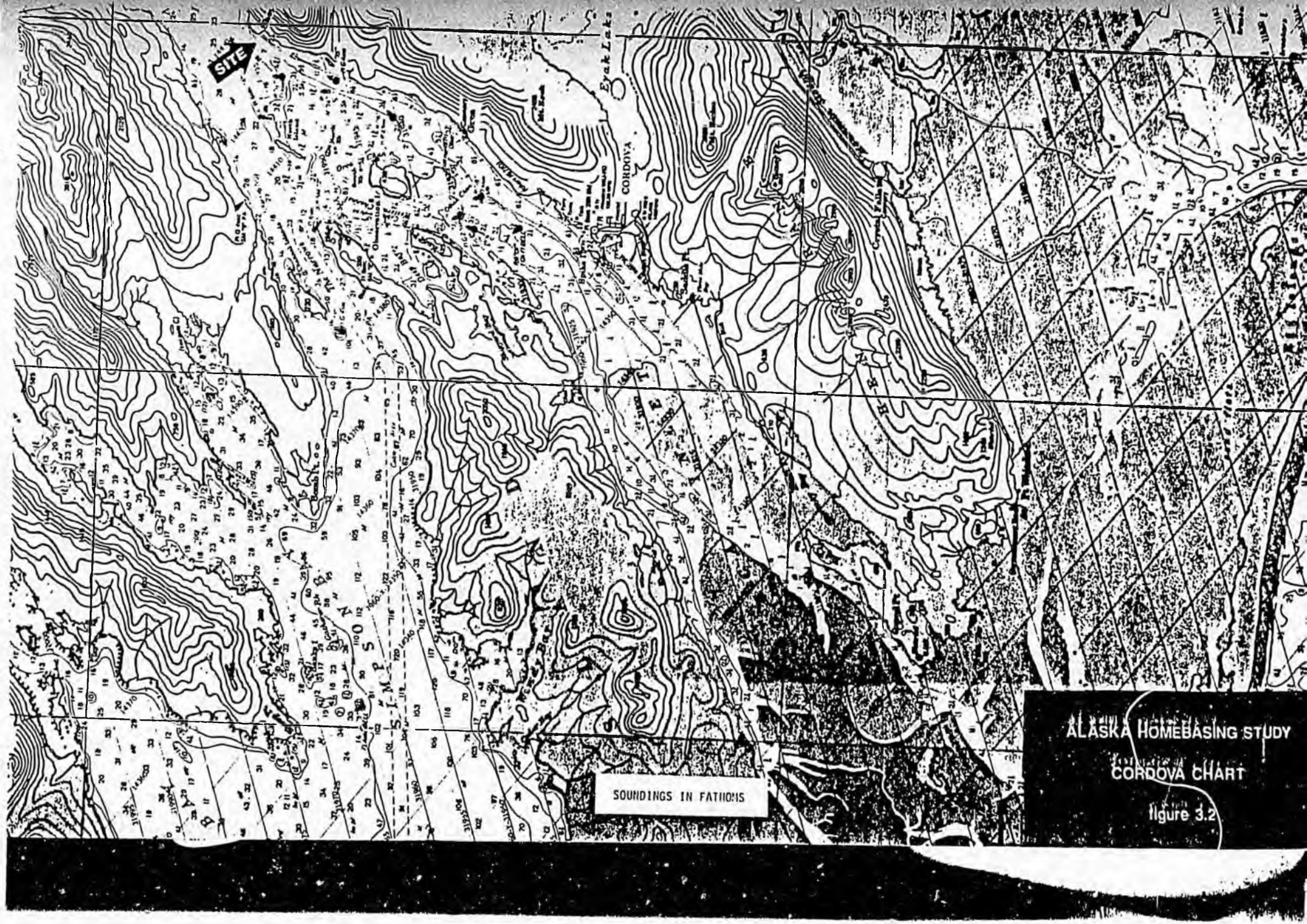
SCHOOL BOARD	
Alvin B. Fulton, Pres.	1988
Dewey G. Whetsell	1990
Kathy Irvine	1989
Rosemarie Flynn	1990
Patricia Guse	1988

PLANNING/ZONING COMMISSION	
Travis Yarbrough, Chair	1989
Alison Nelson	1989
Glen Criner	1989
Jim Cunningham	1988

MUNICIPALLY OWNED UTILITIES
Water, Sewer, Hospital Port, Refust Collection, Harbor, Police, Fire and Ambulance

ADMINISTRATOR/CITY MANAGER	Donald L. Moore
ATTORNEY	Jensen, Harris & Roth
CLERK	D. Lynda Plant
COMPTROLLER	Jack P. Ference
FIRE CHIEF	Dewey Whetsell
FINANCE DIRECTOR/TREASURER	Jack P. Ference
HOSPITAL ADMINISTRATOR	Edward Zeine
LIBRARIAN	Corrine Erickson
PLANNING DIRECTOR	David Dengel
POLICE CHIEF/CIVIL DEFENSE DIRECTOR	Donald P. Yerrick
PUBLIC WORKS DIRECTOR	David Dengel
SUPERINTENDENT OF SCHOOLS	William Fairall
WATER/SEWER SUPERINTENDENT	Mac MacMaster


SEE MAP INSET
SEE MAP INSET
SITE
CLOSED IN WINTER
ALASKA HOMEBASING STUDY
CORDOVA AREA
figure 3.1


SITE
CORDOVA
SOUNDINGS IN FATHOMS
ALASKA HOMEBASING STUDY
CORDOVA CHART
figure 3.2

HOMER

The City of Homer is located on the extreme southwestern tip of the Kenai Peninsula, 226 highway miles or 40 minutes by jet aircraft southwest of Anchorage.

I. POPULATION

Homer has an estimated population of 4,100 within the city limits and 4,600 in the surrounding area. New development is generally to the northeast up Kachemak Bay.

II. CLIMATOLOGY

Although considerably further north than the cities of Southeast Alaska, Homer's weather more closely resembles the weather of that region than what is expected. The climate of Homer is described by the U.S. Weather Bureau as marine with mild winters and moderate summers. The warmest summer month is July when temperatures range from 45 degrees to 61 degrees. Winter's coldest month is February when temperatures range from 17 degrees to 31 degrees. Precipitation in Homer averages 28 inches with a snowfall average of 56 inches.

III. HARBOR CHARACTERISTICS

Homer is approximately 35 miles from the open water of the Gulf of Alaska via Kachemak Bay and Cook Inlet. Extreme tidal ranges in Homer are +23.2 feet and -5.5 feet. The average tide range is 18 feet. The water depth in Kachemak Bay in the area of the Homer Spit averages -68 feet MLLW; within 1/4 mile of shore the shallowest spot is -125 feet. From this point to the Gulf of Alaska the depth averages -200 feet MLLW. The channel area near the Spit is 2 miles wide and then opens to at least 10 miles. There are no overhead or navigation obstructions between Homer and the open ocean. Since the 1964 Alaska Earthquake there has not been any ice formation in the Homer area. Prior to that time ice built up to 10 inches thick for 2 to 3 months each year. It is suspected that ice no longer forms in the area because of deeper water caused by subsidance of the area as a result of the earthquake. The Homer Spit waterfront sank 6 feet during the earthquake.

IV. PORT SERVICES

Port services are generally not available in Homer since there is not an existing need. The port serves the fishing fleet
and container ships from the Spit area. The current users of the port are self sufficient.

V. EXISTING WATERFRONT FACILITIES

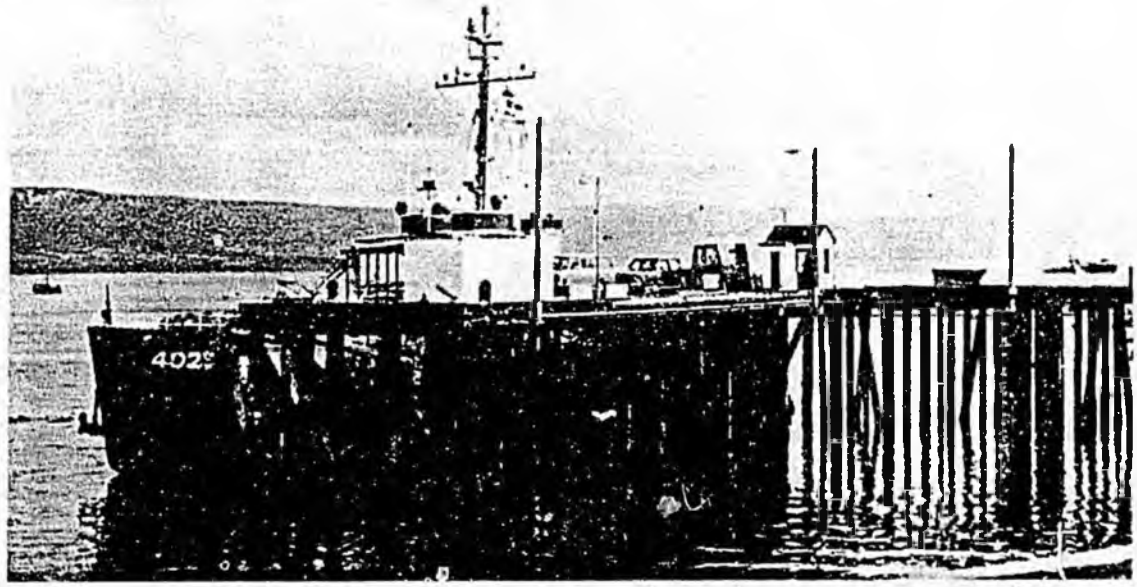
Homer currently has one wooden pier 400 feet by 60 feet in average condition. Most of the pilings are in fair condition, however, some need replacement. The deck height is +30 feet MLLW and water depth alongside is -30 feet MLLW.

The Port of Homer has initiated a design for a new pier which will to be 400 feet by 40 feet on concrete filled hollow steel piles with a load limit of 400 PSF. The deck height will be +30 feet MLLW and depth alongside will be -40 feet MLLW. Maintenance dredging is not required anywhere in the port area. In addition to the new pier, Homer Spit has 150 acres of property potentially available for development.

It should be noted that the entire Homer Spit area lies within the 100 year flood plain.

VI. EXISTING ONSHORE FACILITIES

The port area is currently used by commercial fishing boats, seafood processing plants and tourist activities. There are no existing facilities which could be employed by the Navy for home basing.



VII. SEISMIC FACTORS

Homer is classified as seismic zone four per NAVFAC P-355, Seismic Design for Buildings. The area suffered significant damage from direct shaking in the 1964 Alaska Earthquake when the area subsided 5 to 6 feet and experienced severe sliding. Although Homer has been subjected to four significant earthquakes ranging in magnitude from 6.25 to 6.80 on the Richter Scale since the 1964 earthquake, no damage has been reported. These seismic events generated tsunami warnings but no waves.

VII. LOGISTIC SUPPORT

Logistic support in Homer is quite good with both barge service from Seattle and truck service from Anchorage. In addition to these services, Homer receives goods overland from the Port of Seward, some 173 miles distant, which is also served by rail from Anchorage.

Petroleum, oils and lubricants (POL) are readily available in Homer by way of a 3 inch pipeline or truck delivery. Diesel oil storage is 450,000 gallons, gasoline is 268,000 gallons, jet fuel is 139,000 gallons and aviation gas is 69,000 gallons. Lubrication products are available in 55 gallon drums.

There are several ship chandlers available for work on fishing vessels in Homer. They have sufficient stocks for commercial vessels up to 150 feet.

Warehouse storage space is limited in Homer, however, open laydown areas totaling 30 acres are available on the Spit. There are no commercial or cold storage units available on the Spit.

Provisioning of ships can be accomplished in Homer either by local sources or by truck from Anchorage where a variety of wholesalers are located.

IX. TRANSPORTATION

Travel to and from Homer is by road, air or water. The Sterling Highway runs in a northerly route through Kenai, Soldotna and on to Anchorage. The Alaska Marine Highway System provides ferry service to other areas of Southcentral Alaska on a scheduled basis. Air travel from Homer to other cities is frequent and reliable.

The Homer Airport has a 7,400 foot paved runway in good condition, a general aviation apron with lease lots, a new heavy aircraft apron and navigational aids to permit non-precision instrument operations.

X. INDUSTRIAL SUPPORT

There are no industrial support facilities capable of servicing Navy vessels in Homer. Several commercial firms perform repair work on fishing vessels up to 200 feet. There is no drydock facility in Homer. Crane support in the area consists of two mobile cranes, one 70 ton and one 100 ton.

XI. UTILITIES

Utility operations in the Homer area are a combination of city and cooperative association operation.

Electrical service is provided by the Homer Electric Association, Inc. (HEA). The HEA purchases electricity from the Chugach Electric Association Inc and Alaska Electric Generation and Transmission Cooperative for resale to local customers. The availability of power is virtually unlimited and any amount of additional demand can be accommodated. In addition to purchased electricity, HEA maintains a backup generation capability of 2,100 KW for emergency purposes. Future plans call for construction of a hydroelectric plant to lessen reliance on outside sources. Commercial electrical rates from HEA are $150 per month base charge plus 6.3 cents per KWh of consumption plus a demand charge of $6.00 per KW. Residential rates are $11 per month base charge plus 8.7 cents per KWH for the first 800 KWH, then 7.7 cents per KWH beyond 800.

Water and sewer service are provided by the City of Homer. Total capacity of the water system is 2 million gallons per day. All water is treated for purity. Service charges for water are based on the size of the supply line, but typically, a 3/4 inch residential line is $19.49 per month base charge plus $1.84 per 1,000 gallons used. Commercial rates for service on Homer Spit are very high, typically a 6 inch supply line is $2,444 per month base charge plus $1.84 per 1,000 gallons use. Sewage treatment capacity in the Homer system is 277,000 gallons per day. A new treatment plant with a capacity of 620,000 gallons per day is under design and will be constructed in 1989. Sewer rates in Homer are $3.17 per 1,000 gallons discharged into the system, based on useage of potable water.

XII. PERSONNEL SUPPORT

Although the housing vacancy rate in May, 1988 was 7.2% overall, this represented only 237 units ranging from efficiency units to three bedroom homes. The largest vacancy stock was in two bedroom units (148) while only 12 three bedroom units were vacant. Low rental stocks such as these portend high rents during times of rapid population growth.

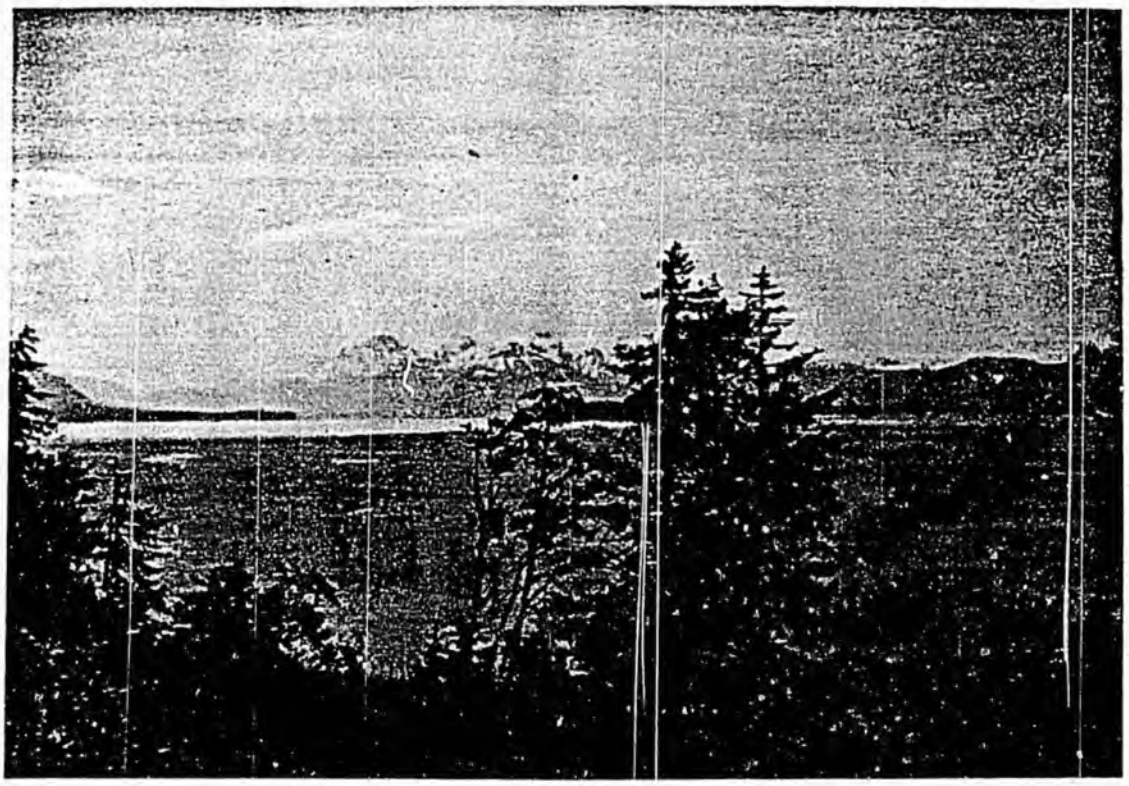
The Kenai Borough School District operates all schools in the Homer area. The schools are modern and well equipped; most are relatively new. There is excess capacity in the junior and senior high schools which can accommodate many more students than now housed, however, some elementary and intermediate schools are at or over capacity. The school district is in the process realigning school boundaries and providing portable units which will alleviate spot overcrowding.

The Kachemak Bay Branch, Kenai Peninsula College of the University of Alaska Anchorage serves the higher education needs of the community. The college offers associate degrees in business administration, office occupations and small business administration. Current enrollment is 486 and growing. The college encourages community input to form a curriculum which is responsive to the needs of the community.

Health care in theHomer community is provided by ten resident physicians, two chiropractic clinics, three dental offices, two optometrists and the South Peninsula Hospital, a 40 bed facility. Emergency medical transportation is provided by the Homer Volunteer Fire Department. The State of Alaska funds the Homer Health Center which provides public health nursing for tests and immunizations. The nearest major hospital is located in Anchorage.

The Homer community is well served by a host of public facilities which provide recreational facilities, cultural events

and upscale living amenities. For the outdoor recreation oriented, fishing couldn't be better and hunting opportunities abound. Those interested in more athletic sports will find tennis, hiking, basketball swimming and softball to their liking. For those interested in cultural happenings, Homer has long been known as the Artists



Capital o. Alaska. Many fine shops and galleries are found in Homer.

Shopping in Homer is quite extensive with two shopping centers, two major supermarkets and an array of independent retailers offering almost anything imaginable. For those desiring an expanded shopping horizon, Anchorage is only 4 to 5 hours away by car.

XIII. COMMUNITY IMPACTS

A Navy home basing initiative in Homer would be most noticeable in vehicular traffic. The Spit area is accessed by only one road which is heavily traveled, especially during summer months. The impact would also be felt by collector streets leading off Spit Road. Housing will be impacted to some extent, but with buildable land available it is reasonable to assume that private enterprize will step in to fill the need.

XIV. ENVIRONMENTAL ISSUES

Development of a Navy home base in Homer would take place on the Spit, a relatively undeveloped area. There are no known environmental problems or sites of cultural or historical significance which would be impacted.

The City of Homer does not have a Coastal Zone Management Plan in place at this time, therefore, State of Alaska Coastal Zone Management regulations apply to this area.

XV. COMMUNITY SUPPORT

Community support in Homer is difficult to assess. During a port visit by two Navy ships in May, 1988, the community turned-out in force to make the sailors feel welcome. At the same time, there is an anti-nuclear group sponsoring a "nuclear free zone" referendum on the ballot this fall. In the final analysis, it appears that the citizens of Homer are generally supportive of the Navy but are taking a wait and see attitude. Perhaps the true weather vane will be the nuclear free zone vote.

Homer

491 East Pioneer Avenue
Homer, Alaska 99603

First Class City

Phone: (907) 235-8121

INCORPORATION DATE:	March 31, 1964
POPULATION:	4,020
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	6%
CITY COUNCIL MEETS:	Second and fourth Mondays
MANAGER FORM OF GOV'T:	Yes

MAYOR: John P. Calhoun 1988

CITY COUNCIL MEMBERS

Donald Ronda	1990
Dennis Hanoski	1988
Daniel R. Calhoun	1989
John C. Kosch	1988
Mary Henry	1990
Bill Snyder	1989

PLANNING/ZONING COMMISSION

Bill Butler, Chair	1988
Leroy Gannaway	1990
Bob Wallace	1988
Chuck Jay	1989
Margaret Pate	1990
Walter Wray	1988
Mike Morris	1989

MUNICIPALLY OWNED UTILITIES
Water, Port

ATTORNEY	A. Robert Hahn, Jr.
CITY MANAGER	Phillip C. Shealy
CLERK	Patti J. Whalin
ENGINEER	Hugh Bevin
FINANCE DIRECTOR	Christopher Newby
LIBRARIAN	B.J. Mauseth
POLICE CHIEF	Michael L. Daugherty
PORT DIRECTOR	William Toskey
PUBLIC WORKS DIRECTOR	Michael Hobbs

Kenai Peninsula Borough

144 North Binkley Street
Soldotna, Alaska 99669

Second Class Borough

Phone: (907) 262-4441

INCORPORATION DATE:	January 1, 1964
POPULATION:	43,612
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	2%
ASSEMBLY MEETS:	First and third Tuesdays
MANAGER FORM OF GOV'T:	No

MAYOR: Don Gilman 1990

ASSEMBLY MEMBERS

Jonathan W. Sewall, P.O.	1989
Jack Brown	1990
David R. Carey	1989
John Crawford	1990
Betty Glick	1988
Mark Hodgins	1990
Brentley D. Keene	1988
Karen McGahan	1989
Sam McLane	1988
Sharon Moock	1990
Frank Mullen	1990
Phil Nash	1989
Patrick M. O'Connell	1989
Gail Phillips	1988
James W. Skogstad	1990
Marie Walli	1989

PLANNING/ZONING COMMISSION

Peter Ernst, Chair	1988
Phil Bryson	1989
Bill Butler	1988
Chuck Crabaugh	1990
Colleen Denbrock	1990
Susan Mumma	1988
Myron Mickey	1989
Keith Hursh	1990
James Brickey	1989
Chester Thorne	1990

SCHOOL BOARD MEMBERS

Joyce Fischer, Pres.	1988
Cliff Massie	1990
Marilyn Dimmick	1990
Mike Wiley	1990
Eric Weatherby	1988
Millie Martin	1989
Betty Obendorf	1989

BOROUGH POWERS

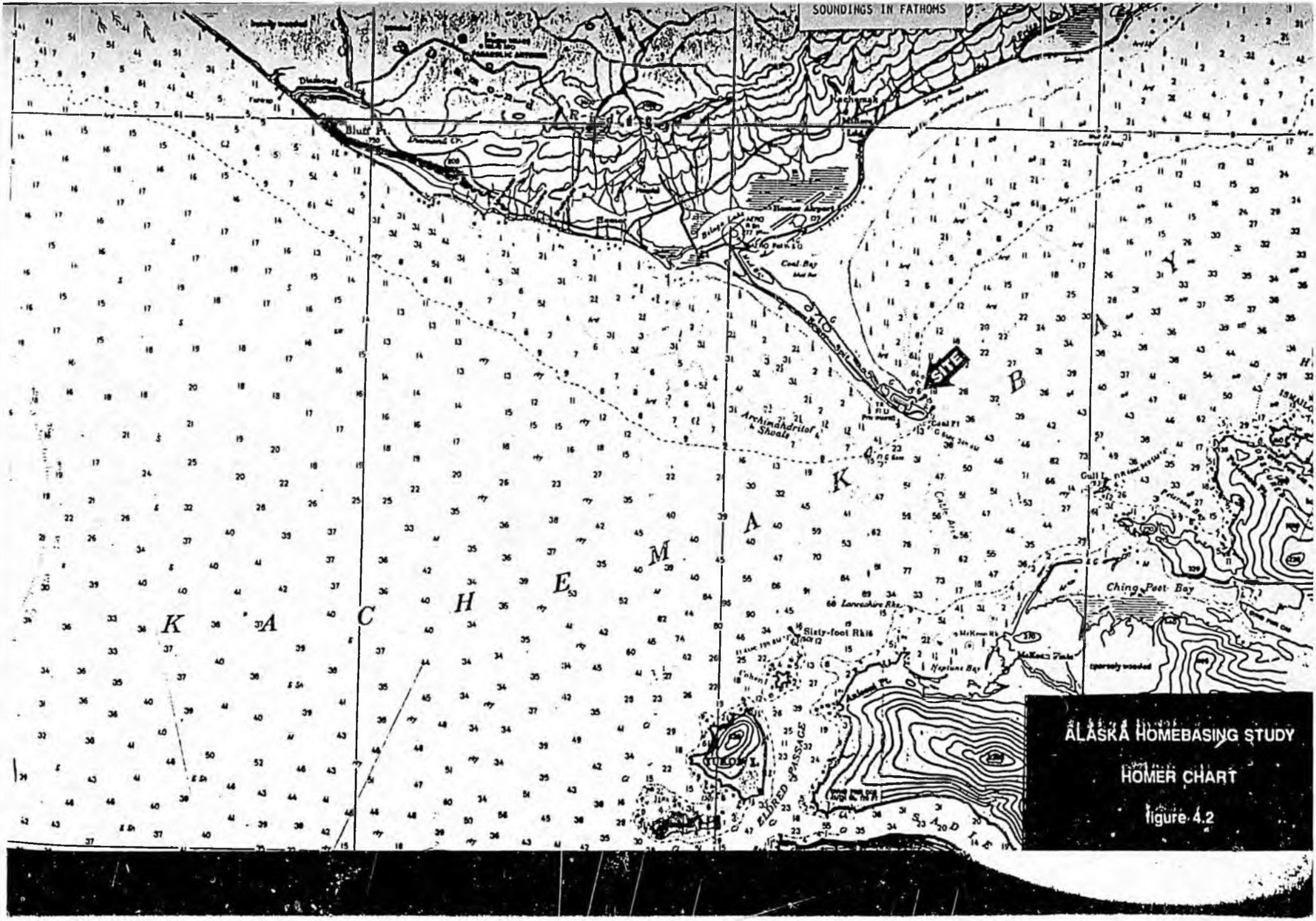
Areawide: Solid Waste Disposal
Assessing, Taxation, Schools
Non-Areawide: Port & Harbor
Service Areas: Fire Protection, Hospitals,
Ambulance, Recreation Facilities

ADMINISTRATOR	Don Gilman
ADMINISTRATIVE ASSISTANT	Marla Huss
ASSESSOR	Don Thomas
ATTORNEY	Tom Boedeker
CIVIL DEFENSE DIRECTOR	Robert Heavlin
CLERK	Joanne Brindley
COMPTROLLER	Ross Kinney
FINANCE DIRECTOR	Roy Barton
PERSONNEL DIRECTOR	Richard Campbell
PLANNING DIRECTOR	Kevin Fenner
PUBLIC WORKS DIRECTOR	Edward Hakert
SUPERINTENDENT OF SCHOOLS	Dr. Fred Pomeroy
TREASURER	Larry Semmens

ALASKA HOMEBASING STUDY

HOMER AREA

figure 4.1



ALASKA HOMEBASING STUDY

HOMER CHART

figure 4.2

JUNEAU

The City of Juneau is located in the Alexander Archipelago on mainland southeastern Alaska along Gastineau Channel, approximately 900 air miles north of Seattle and 650 air miles south of Anchorage. Travel to Juneau is either by air or water as there are no roads connecting to other areas.

I. POPULATION

The City-Borough of Juneau has a metropolitan population of 29,370. Downtown Juneau is primarily business oriented with some residential areas, however, the main residential developments are on Douglas Island across Gastineau Channel, the Mendenhall Valley area to the north of downtown, and Auke Bay further to the north.

II. CLIMATOLOGY

Juneau's weather is characterized by mild summers and winters. Average summer temperatures range from 47 to 63 degrees while winter temperatures range from 25 to 35 degrees. Precipitation in Juneau averages 91 inches (including 94 inches of snow). As with other areas of Alaska, Juneau experiences extremes in hours of daylight. The longest day, June 21, provides 18 hours and 18 minutes of daylight while the shortest day, December 21, offers only 6 hours and 21 minutes of daylight. Typical visibility in the Juneau area is 7 miles. Severely restricted visibility (1/4 mile or less) occurred on 15 days during 1987. Windspeeds average from 6.5 mph in summer to 11.2 mph in winter; the highest recorded windspeed (58 mph) occurred in November, 1958.

III. HARBOR CHARACTERISTICS

Juneau harbor is easily accessible via three routes from the open ocean. The first is through Stephens Passage, Saginaw Channel and Lynn Channel, Icy Strait and Cross Sound, a route of 85 miles. The second is via Stephens Passage to Brothers Island, Frederick Sound and Chatham Strait for a total transit from open ocean of 148 miles. The third approach to Juneau is through Stephens Passage, Saginaw Channel, Lynn Channel and Chatham Strait for a total of 132 miles. Minimum water depth along any of the approaches is -78' MLLW, found in Gastineau Channel. The various approaches vary in width from 1/2 to 2 miles.

Tides in Gastineau Channel range from a maximum high of +21'
to a minimum low of -4.3' with a normal range of 13.8'. Currents through the channel are typically 3 knots. Juneau harbor is ice free year round, however, icebergs occasionally slip into the channel. There are no navigation obstructions in route from open ocean or within Gastineau Channel; all islands are charted and identified with buoys. The only overhead obstruction in the channel is the Douglas Island bridge, which is located northeast of the harbor area and therefore has no effect on ship traffic.

The harbor area is subject to seiches up to 5 feet, however the west side Douglas is free of seiches.

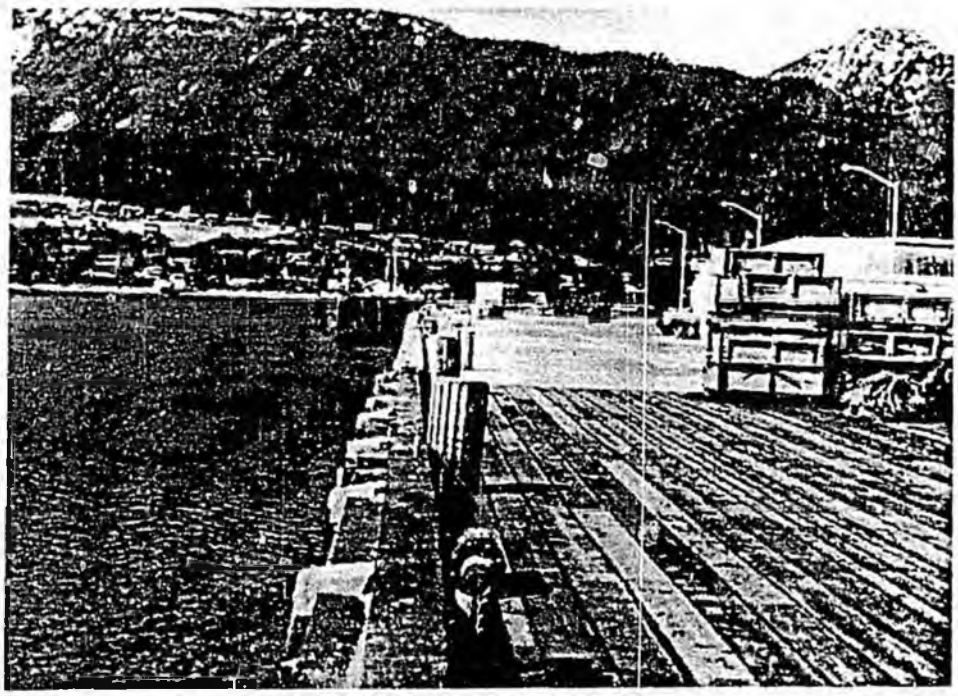
IV. PORT SERVICES

Commercial tug boat service is readily available in Juneau from two firms. Lighters for fuel, rubbish and sewage are also available, however, potable water is available only at the pier. Waterborne passenger service is not available within Juneau harbor but passenger service between communities is provided by the Alaska Marine Highway System.

V. EXISTING WATERFRONT FACILITIES

Juneau has 24 piers/wharfs of various sizes for cargo handling, fueling, fishing and mooring. Of the 24 existing piers, only three are large enough to accommodate Navy ships. The fuel pier and steamship pier are not

available for alternate uses, however, an agreement to use the Coast Guard pier could make that facility available for joint use. This pier is a 760' X 98' timber pile and deck facility with batter piles. Half of the pier is in good condition while the remaining half is in average condition. A small laydown area is adjacent to the pier. Water depth alongside ranges from -36' to -40' Mean Low Low Water (MLLW). The height of the pier deck is 24' above MLLW. The Coast Guard facility is located very near downtown Juneau, and as such, is constrained in further growth. Pierside facilities to support Navy ships would be extremely difficult if not impossible considering the available open space. Additionally, the compatibility of concurrent Navy and Coast Guard use would require further study. Navy use of the facility was not discussed with Coast Guard representatives.



VI. EXISTING ONSHORE FACILITIES

There are no existing facilities available for Navy use. Waterfront locations in Gastineau Channel southeast of the Douglas Island bridge are intensively used for commercial, fishing and cruise ship support as well as private marinas. In addition to waterfront facilities being unavailable, upland open space adjacent to the waterfront is also non-existant.

Although land is not available in Juneau proper, Douglas Island which is located across Gastineau Channel from Juneau, has vast open space, much of which is developable. The Goldbelt Corporation, a native corporation created by the 1971 Alaska Native Claims Settlement Act (ANCSA), owns large tracts of property on the island and has indicated a desire to make up to several hundred acres available for Navy use. Information provided by both Goldbelt and the City of Juneau indicates that this site provides sufficient uplands upon which to build support and waterfront facilities. Additionally, charts indicates that the site offers deep water close to shore, no shoals, and an evenly sloping bottom. The site is reasonably well protected from weather since the surrounding mountains deflect winds from most directions.

VII. SEISMIC FACTORS

Southeast Alaska lies within the Circum-Pacific seismic belt. Seismic activity, along with glaciation, has been the major force shaping present land forms. The nearest known active fault in the Juneau area is Fairweather Fault which lies 100 miles to the west off Baranof Island. Earthquake history in the Juneau area indicates manysmall events over the years, however, records show only 5 quakes of magnitude 6 or greater on the Richter Scale since 1927. Although a magnitude 6 earthquake is significant, it does not produce mass destruction in areas subject to modern building codes. By way of reference, the 1964 Alaska earthquake measured 9.2 on the Richter Scale. Juneau is located in seismic zone three per NAVFAC P-355, Seismic Design for Buildings.

VIII. LOGISTIC SUPPORT

Logistic support in the Juneau area is quite good. Besides hosting several wholesale suppliers, frequent barge

service from Seattle insures a steady year round supply of materials and goods.

Petroleum, oils and lubricant (POL) supplies are provided by two commercial distributors. Diesel fuel is available for delivery by truck or barge from a total capacity of well over two million gallons while lubrication oils are of unlimited supply from drums. Aviation fuels are available locally in quantities more than sufficient to satisfy potential Navy requirements.

There are several marine supply houses in the Juneau area which support the fishing fleet and recreational boaters, however, industrial level support is not available. Importation of speciality or emergency repair parts is by barge or air.

Provisioning of ships can be accommodated by local food wholesalers from stock or by special order. A full range of fresh food stuffs is available through these suppliers, who restock at least weekly by way of barge and air from Seattle.

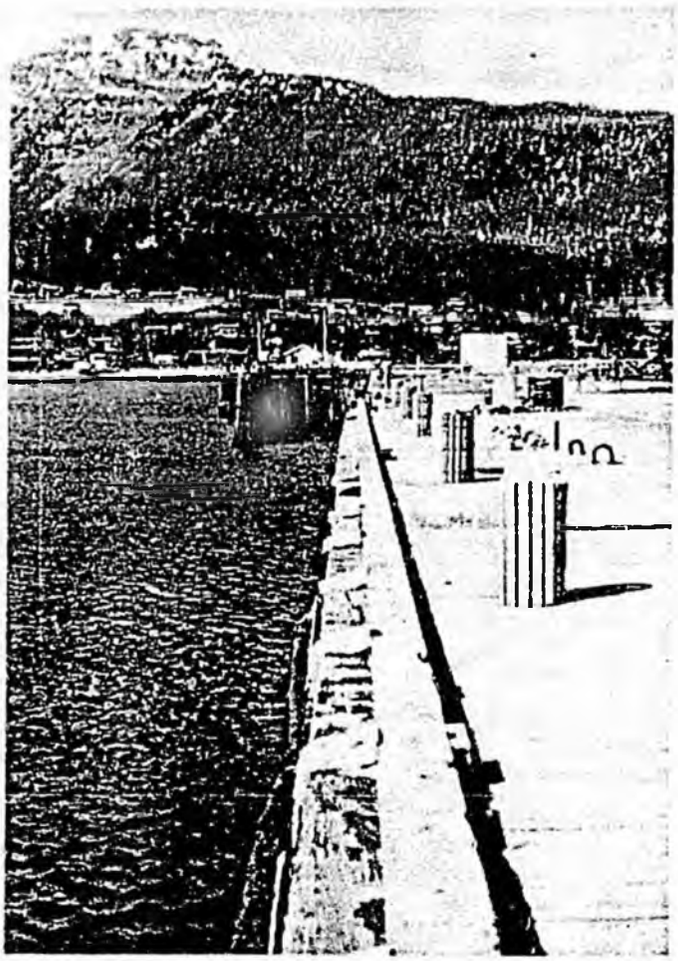
IX. TRANSPORTATION

Travel to and from Juneau is by either air or water as there are no roads connecting to other areas. Waterborne transportation is available both north and south via the Alaska Marine Highway System ferries. Rail service is not available in Juneau.

Air travel to Juneau is readily available with two carriers offering service via Seattle. In addition to major jet service, seven commuter airlines offer transportation to all points in Southeast Alaska. Juneau International Airport offers an 8,456 foot asphalt runway in very good condition. Air traffic control is provided by the FAA in a fully manned tower, however, the approach is either non-precision (runway 8) or visual (runway 26).

X. INDUSTRIAL SUPPORT

Industrial support for ship repair in the Juneau area is sparse. Several repair facilities capable of working on small fishing boats operate in the area, however, large scale repairs are not available. The nearest repair facility is located in Ketchikan.



XI. UTILITIES

The majority of the electric energy for the City and Borough of Juneau comes from hydroelectric sources. The Snettisham Hydroelectric System provides approximately 70% of current capacity. The Crater Lake addition to Snettisham will provide an additional 27,000 kw of energy for a total availability of 106 million kwh. Residential customers pay 7.44 cents per kwh while large commercial customers pay 6.32 cents per kwh.

Potable water is provided from creeks in the area. The source and distribution system is undergoing expansion and rehabilitation at this time. Current capacity of the system is 2.5 million gallons per day, which represents a substantial reserve. Residential water rates are a flat $17 per month while commercial rates are $13 for the first 4,000 gallons and $1.50 per each additional 1,000 gallons.

The City-Borough of Juneau operates three secondary wastewater treatment facilities. A new facility is under construction in the Mendenhall Valley area which will increase capacity by 4.9 million gallons per day. This added capacity will satisfy demand for the foreseeable future. Sewage fees in Juneau are $23 per month per sewer unit.

XII. PERSONNEL SUPPORT

Housing in the Juneau area is modern and well equipped. The major housing area is located northwest of the city in the Mendenhall Valley area near the airport. Single family homes in the area sold for an average of $127,876 in 1986, while the average condominium sale price was $92,747 in 1986 (last year for which figures are available). The rental market in Juneau is restricted with a vacancy rate less than 1%. Rental rates range from an average of $380 for a one bedroom to $690 for a three bedroom unit.

The Juneau City-Borough School District operates a modern, well equipped school system in which students consistently achieve testing scores well above the national average. School district facilities are modern and in good condition. Current enrollment levels and projected enrollment growth suggest that the elementary student capacity will be exceeded by fiscal year 1990. Middle school and high school facilities will accommodate all anticipated growth for the foreseeable future.

The University of Alaska Southeast (UAS) is a four year institution of higher education fully accredited by the Northwest Association of Schools and Colleges. UAS offers undergraduate and graduate programs in business, education, and public administration.

The health care needs of Juneau area residents are served by Bartlett Memorial Hospital (a 60 bed facility) offering a full range of surgical and emergency services. There are 40 physicians, 15 dentists, eight chiropractors and three optometrists practicing in the Juneau area. The Southeast Alaska Regional Health Corporation (SEARHC) provides medical and dental services to Natives, American Indians and all active and retired Coast Guard personnel. SEARHC, a nonprofit corporation, is staffed by commissioned Public Health Officers.

Juneau offers a full range of public facilities. Recreational assets include six gymnasiums, eight softball fields, a swimming pool and an alpine ski area. Private facilities include tennis and racquetball clubs in addition to commercial fitness centers. In addition to themodern facilities listed above, Juneau's leading recreational opportunity is in the area of natural resources. Hiking, fishing, kayaking, canoeing, camping and hunting opportunities abound in and around Juneau.

Closely linked to the educational system in Juneau is the public library system consisting of some 90,000 volumes. In addition to the in-house resources of the system, the library is connected by an automated catalog system to the holdings of the Alaska State Library, whose collections and services are available to the public.

The social and cultural needs of Juneau are well cared for by a variety of organizations operating in the community. In addition to the Alaska State Museum showcasing native Alaskan and historical artifacts, there are a variety of performing arts organizations ranging from theatre groups to opera companies to the Juneau Symphony Orchestra. For those interested in service clubs, the area supports all major organizations such as Rotary International, Kiwanis, Elks, Moose, Masons and many others. The religious needs of the community are served by many churches representing most denominations.

The shopping needs of Juneau are well supported by a great variety of retail stores. Necessities are provided by many major retail chain stores as well as independent retailers. It would be difficult to find a product or service not available in the community.

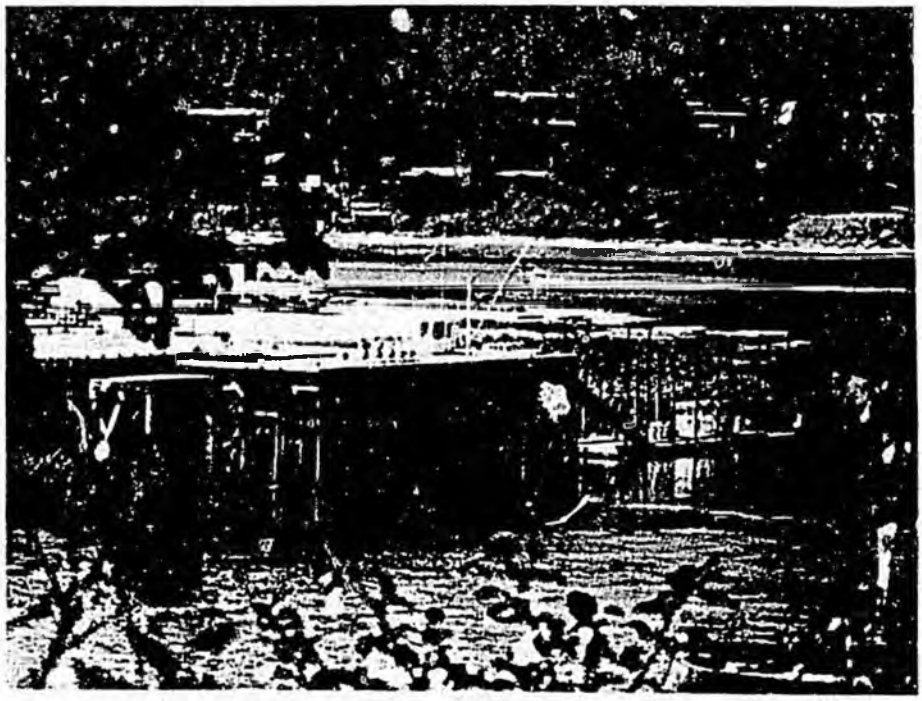
XIII. COMMUNITY IMPACTS

The Juneau Economic Development Council estimates that there would be no negative impacts on the community resulting from a Navy presence of two ships, their crews and dependents. There would be an immediate requirement for additional moderately priced homes, which it is felt would be provided by local developers, and an influx of elementary school age children would hasten the requirement for additional school facilities. The latter requirement, though expensive, would be 75%-85% funded by the State, thereby reducing the fiscal impact on the community. The public service infrastructure currently has adequate capacity to handle such growth and would spur the extension of these services to areas now unserved by such systems.

XIV. ENVIRONMENTAL ISSUES

There are two major environmental concerns in the Juneau area. First is the air quality in the Mendenhall Valley and second is the loss of wetland habitat in the same area. Neither issue is likely to affect Navy development directly as home basing would probably not occur in this location. As in other Alaska areas, the likelihood of encountering Bald Eagles and protected marine mammals is quite great. The possibility of encountering sensitive archaeological or historical sites is real, depending upon specific site location.

The Juneau City-Borough has a local Coastal Zone Management Plan which covers the area. Several environmental studies exist which could provide more detailed information if a specific site is selected.



XV. COMMUNITY SUPPORT

The question of community support for Navy home basing was placed before the voters of Juneau on the October 4, 1988 ballot. United Press International reported on October 5, 1988 that 53% of the voters (3,898 of 7,359 voters) rejected the concept of home basing. Mr. Dave Allison, the opposition group spokesperson, was quoted by UPI as saying "This was a vote to avoid malignant growth" and that "The impact of a fleet on the social fabric of Juneau would have ripped it asunder".

City and Borough of Juneau

155 South Seward Street
Juneau, Alaska 99801

Unified Home Rule Municipality

Phone: (907) 586-5240

INCORPORATION DATE:	July 1, 1970
POPULATION:	29,370
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	4% General, 3% Liquor, 5% Bed Tax
ASSEMBLY MEETS:	First and third Mondays
MANAGER FORM OF GOV'T:	Yes

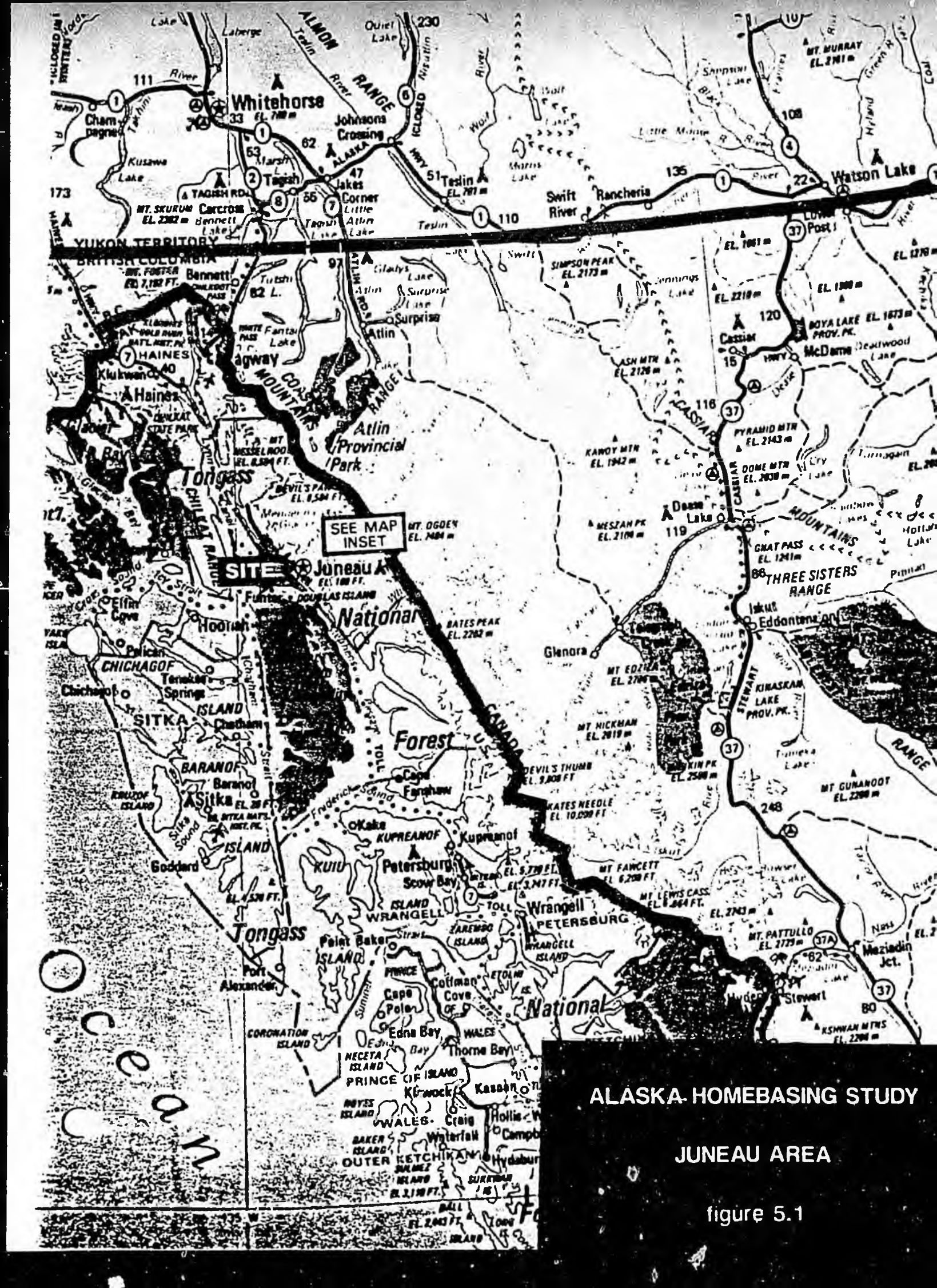
MAYOR: Ernest E. Polley 1988

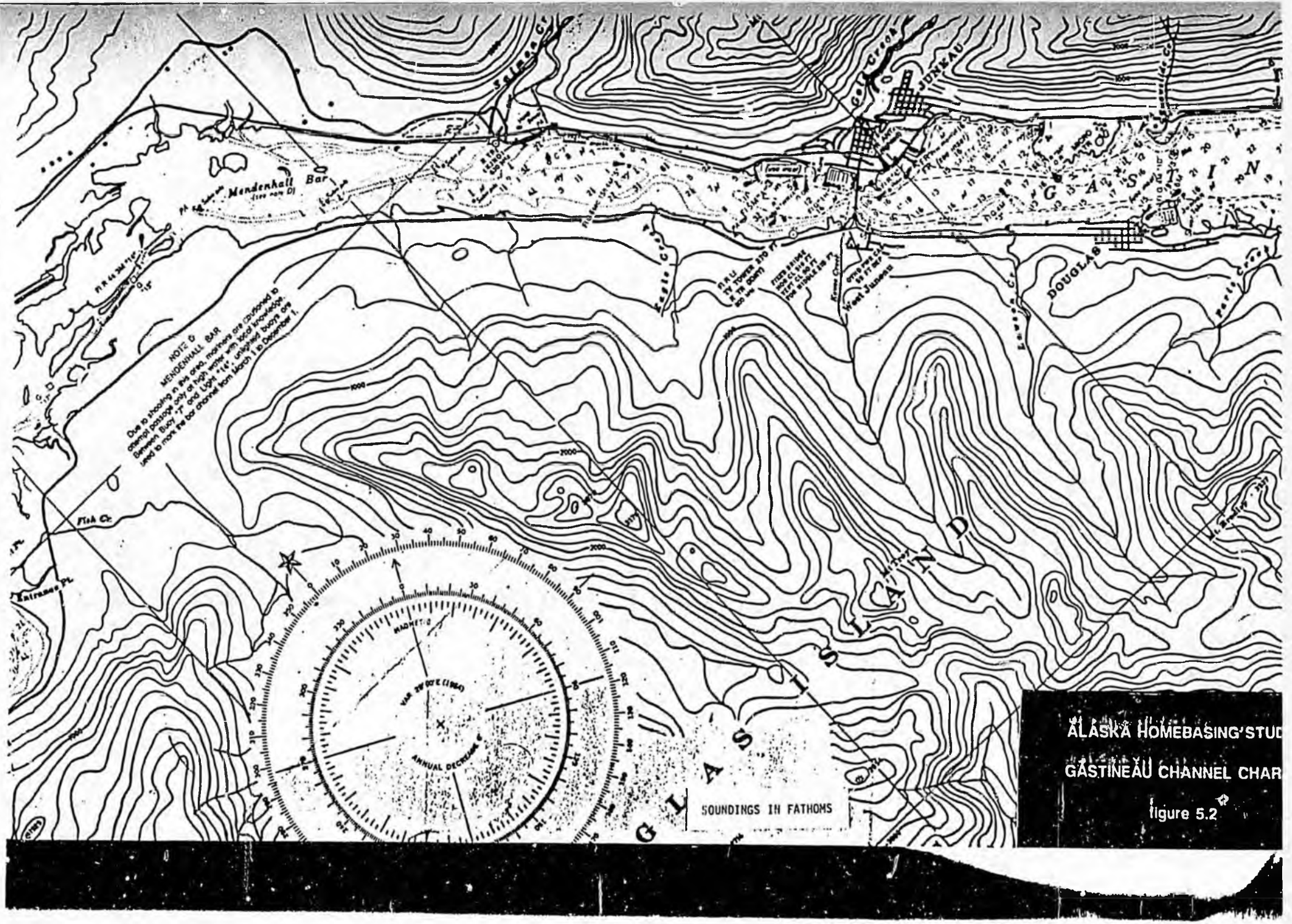
ASSEMBLY MEMBERS		PLANNING/ZONING COMMISSION		SCHOOL BOARD	
Jamie Parsons	1989	Reed Stoops, Chair	1989	Kris Gray	1989
George Davidson	1990	Ron Bolton	1988	Robert Locke	1990
Rosalee Walker	1990	Ned Farquhar	1988	David Crosby	1989
Richard Poor	1988	Merle Bottge	1989	Jerry Madden	1988
Caren Robinson	1990	Dennis Egan	1990	Patrick Murphy	1988
Clarke Young	1989	John MacKinnon	1988	Julie Ward	1988
Errol Champion	1988	LuAnn Bailey	1990	Becky Bear	1990
McKie Campbell	1990	Jody Vick	1988		

BOROUGH POWERS: Areawide: Planning, Zoning, Parks & Recreation, Ambulance, Library, Harbors, Docks, Assessment & Collection, Education, Airport, Cemetery, Fire Protection, Transit, Building Inspection, Police, Water, Sewer
Non-Areawide: Fire Service, Police Protection, Streets & Roads

MUNICIPALLY OWNED UTILITIES: Water, Airport, Port, Hospital

AIRPORT MANAGER.....Paul Bowers
ASSESSOR.....Mike Thompson
ATTORNEY.....Barbara Blasco
CLERK.....Patty Ann Polley
ENGINEER.....George Porter
FIRE CHIEF.....Alan Judson
FINANCE DIRECTOR.....Mary Cook
LIBRARIAN.....Donna Pierce
MANAGER.....Kevin C. Ritchie
PARKS & RECREATION DIRECTOR.....Duncan Fowler
PLANNING DIRECTOR.....Karen Boorman
POLICE CHIEF.....Michael Gelston
PORT DIRECTOR.....Joe Grahm
PUBLIC UTILITY MANAGER.....Jim Beeson
PUBLIC WORKS DIRECTOR.....Ernst Mueller
PURCHASING OFFICER.....Diana Pitts
SUPERINTENDENT OF SCHOOLS.....Bruce Johnson
TREASURER.....Craig Duncan

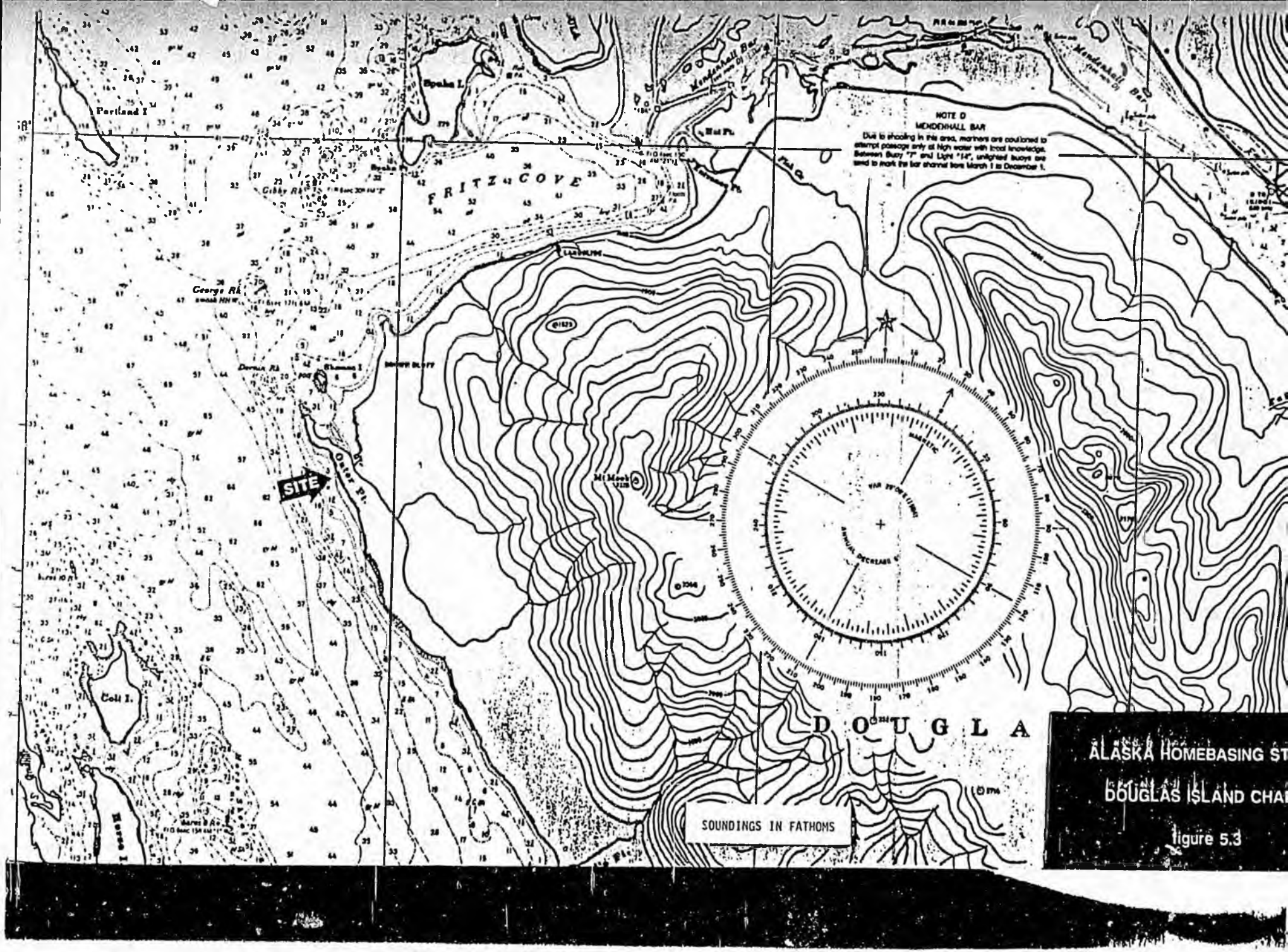

SEE MAP INSET
SITE
Juneau
Whitehorse
Watson Lake
Teslin
Atlin
Atlin Provincial Park
Tongass
National Forest
Ocean
YUKON TERRITORY
BRITISH COLUMBIA
ALASKA HOMEBASING STUDY
JUNEAU AREA
figure 5.1



ALASKA HOMEBASING STUDY

GASTINEAU CHANNEL CHART

figure 5.2



ALASKA HOMEBASING ST

DOUGLAS ISLAND CHA

figure 5.3

KENAI/NIKISKI

The Kenai/Nikiski area is located on the Kenai Peninsula 160 miles southwest of Anchorage. Kenai can be reached by highway or by a 35 minute flight from Anchorage.

I. POPULATION

The Kenai/Nikiski area is home to approximately 6,500 people. When the central peninsula area is added in (includes Soldotna, Sterling and unincorporated areas), the population swells to over 25,000.

II. CLIMATOLOGY

Kenai enjoys a typical northern latitude climate characterized by warm summer days averaging 60 degrees and cold, snowy winters where the average daily minimum temperature is -4 degrees. Annual precipitation is 19 inches of rain rather evenly spaced over the spring, summer and fall months and an average snowfall of 60 inches. The annual mean wind speed in the area is 7 mph.

III. HARBOR CHARACTERISTICS

The Port of Nikiski is located approximately 12 miles north of the City of Kenai. Nikiski is a major petrochemical processing/shipment point in Alaska. There is not a harbor per se, but rather three long fueling piers extending into Cook Inlet. Open ocean is 133 miles directly down Cook Inlet. The water depth in the area surrounding the existing piers and the proposed home basing site averages -20' to -25' Mean Low Low Water (MLLW) for a distance of 300' offshore. At that point the channel becomes at least -60' MLLW and is a minimum of 5 miles wide. Immediately upland from the MHHW line there are cliffs extending up 70' to 100'. These cliffs show evidence of erosion from tidal action. Other than offshore oil platforms along the channel there are no overhead or navigation obstructions from open ocean to the proposed site. Surface ice exists only during the coldest winter months, however, ice chunks and floes from upper Cook Inlet are carried past the area by tidal action. The average tidal range in this area of Cook Inlet is 22.4' and currents range from 4 to 6 knots.

IV. PORT SERVICES

There are no port services available in Nikiski.

V. EXISTING WATERFRONT FACILITIES

The existing waterfront facilities consist of three piers utilized by the petrochemical plants. None of these facilities would be available for use by the Navy.

VI. EXISTING ONSHORE FACILITIES

There are no existing onshore facilities available for Navy use.

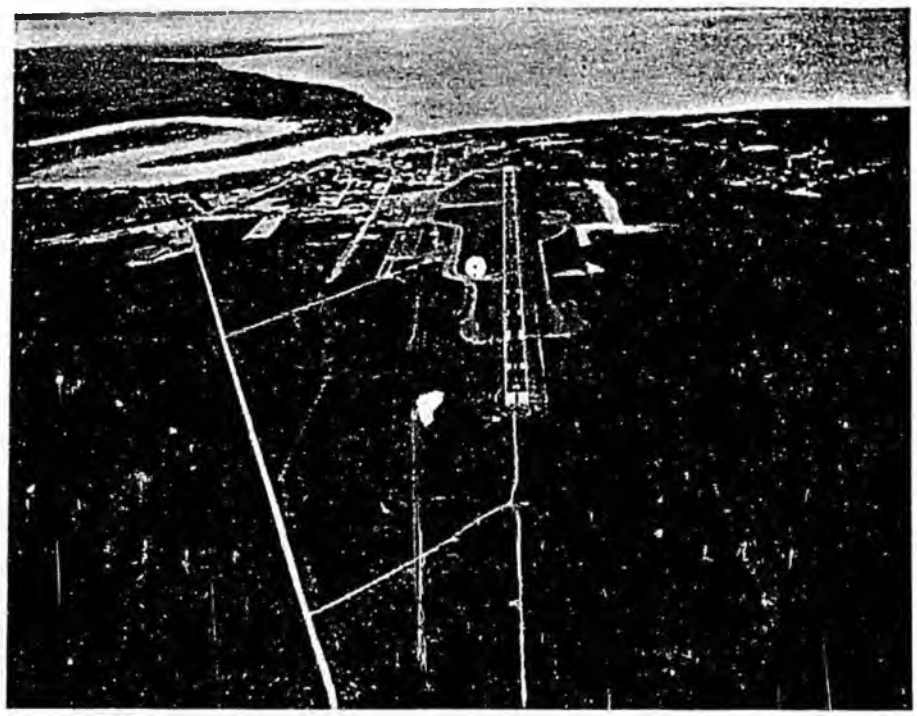
The home base site proposed by the Borough is immediately south of the Unocal Chemical Co. ammonia and urea fertilizer manufacturing plant. The 200 acre site was cleared and leveled sometime in the past in preparation for construction of another chemical plant. Plans for the plant were cancelled and the property is now available. In addition, an undetermined amount of land is available east of the road. All utilities are available along the road adjacent to the site.

In addition to the Borough proposed site, a private land owner has proposed a site located a short distance north known as Boulder Point. Site conditions at both locations are roughly similar.

VII. SEISMIC FACTORS

The central Kenai Peninsula area is located in seismic zone four per NAVFAC P355, Seismic Design for Build-

ings. The peninsula has experienced only two major earthquakes since 1899, the worst being in 1964. During that quake most of Kenai's damage was caused by ground shaking and settling.



VIII. LOGISTIC SUPPORT

Logistic support in Kenai/Soldotna/Nikiski is good since the area is connected by highway to Anchorage. In addition to the highway, Kenai is approximately 85 road miles from the railhead in Seward.

Large supplies of goods and materials are not stocked in the area, therefore, it is anticipated that Navy needs would be serviced out of Anchorage.

Petroleum, oils and lubricants (POL) are available in limited quantities from local suppliers, however, the refineries located in Nikiski store large quantities or can produce any required amount of POL products on short notice.

IX. TRANSPORTATION

Transportation to the central Kenai Peninsula area is by highway or air. Kenai is located 160 miles southwest of Anchorage by highway or 35 minutes by air. Scheduled airline service to and from Kenai is provided by two commercial carriers offering over 30 flights daily to Anchorage and other area communities

The City of Kenai has proposed to Commander in Chief, U.S. Pacific Fleet (CINCPACFLT) that the Kenai Municipal Airport be considered as a basing location for P-3(V) Orion aircraft. In response to a request by CINCPACFLT, the Alaska Home Basing Study Team visited the Kenai Municipal Airport and gathered detailed data on the facility. A summary of that data follows.

a. Runways: Runway 1-19 has a designated length of 7,575 feet and is 150 feet wide. Runway 1 has a 200' X 150' paved overrun area. Runway 19 has a 60' X 150' paved overrun area. The runway is marked with precision instrument markings. The weight-bearing capacity of Runway 1-19 was evaluated in February, 1980; results of the evaluation are included in this section as Table 1-1. Based on information from the Environmental Data Service National Climatic Center, wind observations from 1949 to 1978 indicate that Runway 1-19 has 99.1 percent wind coverage at a crosswind component of 15 miles per hour, and 98.4 percent at 12 miles per hour.

b. Taxiways: The main taxiway system is 5,000' long by 75 feet wide. Taxiways A, B and C connect the taxiway system to the runway. All taxiways are asphalt surfaced and are in good condition.

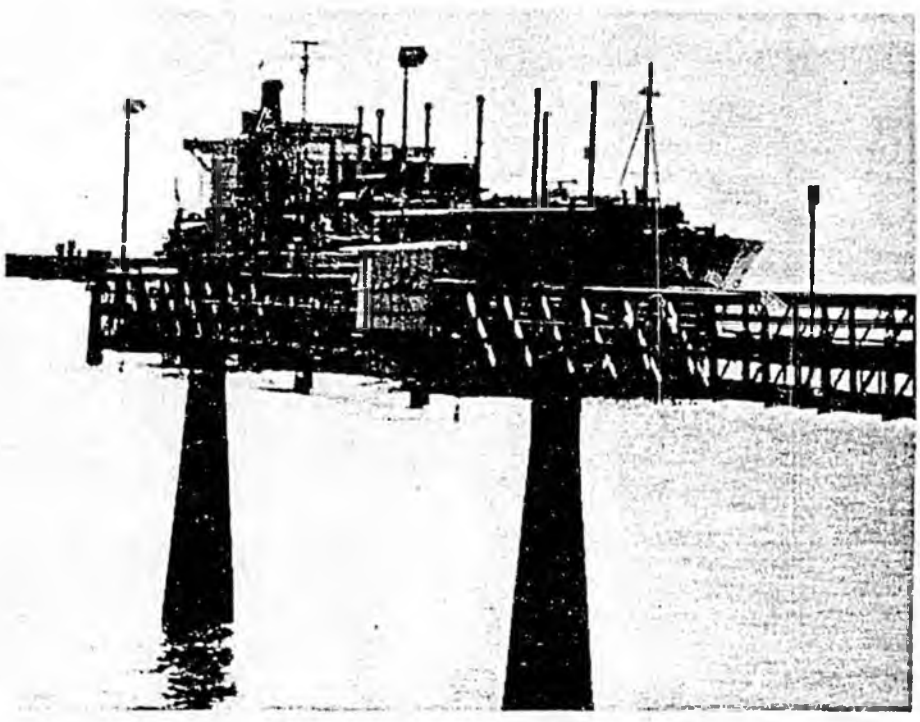
c. Aprons: There is a single, paved 3,200' by 300' apron parallel to the runway on the east side.

d. Lighting: Runway 1-19 has high intensity runway edge lights (HIRL) and threshold lights. Runway 1 has runway end identifier lights (REIL) and visual approach slope indicators (VASI). Runway 19 has medium intensity approach lights with runway alignment indicator lights (MALS-R). The airport has a rotating beacon located off Main Street Loop near the General Aviation

Apron Subdivision. Taxiways A, B and C all have medium intensity taxiway edge lights (MITL). The terminal and transient apron have flood lights.

e. Air Traffic Control and Navigational Aids: The airport has a control tower and 24-hour Flight Service Station (FSS). The control tower is open 0600 to 2200 from 1 May through 30 September, and from 0700 to 1900 from 1 October through 30 April. The airport is equipped with the following electronic air navigational aids:

1. Very High Frequency (VHF) Omni-Directional Radio Range with Distance Measuring Equipment (VOR-DME).



2. Instrument Landing System (ILS); glide slope and localizer.

3. Non-Directional Beacon (NDB)

4. Very High Frequency (VHF) direction finder (VHF/DF)

The ILS on Runway 19 is a standard Category I approach with a 200 foot decision height and 1/2 mile visibility.

f. Automated Flight Service Station (AFSS): The Kenai AFSS is one of three located in Alaska. The facility provides traditional services such as flight plan handling, pilot briefing, enroute air/ground radio communications , emergency assistance, etc.

g. Approach Surfaces and Airspace: Runway 19 has a precision instrument approach clear zone with an approach surface slope of 50:1. Runway 1 has a non-precision instrument clear zone with an approach surface slope of 34:1. According to the Airport Obstruction Chart produced by the National Ocean Survey in 1976, there are several obstructions to the approach surface of Runway 1 including trees, bushes and an antenna on a building.

The City of Kenai is proposing the joint use of Kenai Municipal Airport for home basing Navy aircraft. There is sufficient space on airport property to build support facilities.

X. INDUSTRIAL SUPPORT

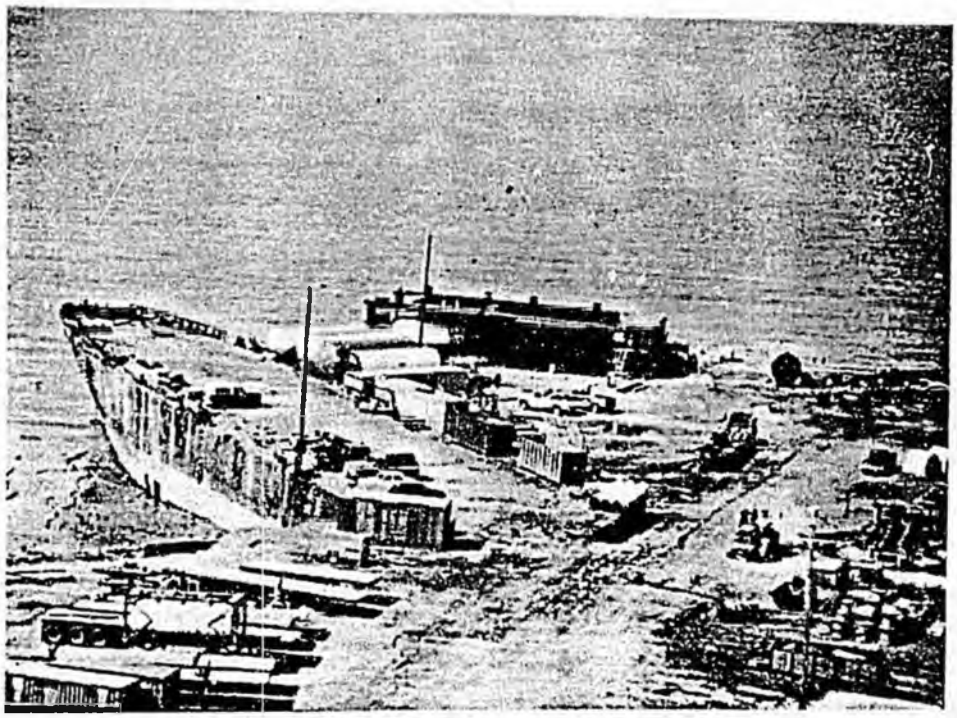
Industrial support in the Kenai/Nikiski area is limited to repairs on small fishing boats. No drydock facility is available. Three crane companies in the area can provide service up to 150 tons.

XI. UTILITIES

Utilities in the Kenai area are supplied either by the city or private utilities.

Electrical energy is supplied by the Homer Electric Association, Inc (HEA). The Association purchases electricity from the Alaska Electric Generation and Transmission Cooperative. Total available capacity in the HEA system is 37,400 KW. Residential service is billed at $14.74 per month plus 6.9 cents per KWh. Commercial (demand metered) service is billed at $176.90 per month plus 5.6 cents per KWh plus a demand charge of $4.29 per KW.

Potable water is supplied by the City of Kenai from wells. Sustained daily capacity from the wells is 2.0 million gallons per day. Current use is estimated to be 50%. Residential water rates are a flat charge of $7.70 per month. Large commercial accounts using a supply line over 2" are billed by special contract.



Sewer service is provided by a secondary treatment plant operated by the city. Current plant capacity is 1.3 million gallons per day with demand running 0.5 million gallons per day. Sewer rates equal water service rates.

Natural gas service is provided by Enstar Natural Gas Co. Current residential rates are $4.50 per month plus 3.4 cents per hundred cubic feet. Large commercial users are billed at $40 per month plus 2.8 cents per hundred cubic feet.

XII. PERSONNEL SUPPORT

Housing in the Kenai/Soldotna area is modern and neat in appearance. Two bedroom apartments rent for an average of $395 and houses for $600. Three bedroom apartments rent for an average of $595 and houses for $675. Local real estate representatives estimate the vacancy rate at 10-20% with seasonal adjustments for tourism. Homes for sale in the area range from $57,250 for two bedrooms to $93,860 for a four bedroom unit.

The Kenai Borough School District operates all public education facilities in the area. The schools are for the most part new, modern, and well equipped. School enrollment throughout the area falls short of school capacity leaving room for student population growth.

The Kenai Peninsula College serves the central peninsula area from its main campus in Soldotna. The college offers two-year Associate of Arts and Associate of Administration degrees, each with a variety of emphasis areas. In addition to degree programs, the college offers a wide variety of Certificate programs aimed at enhancing working skills in several crafts and technologies.

The health care needs of the area are served by 16 private practice and four hospital employee physicians in the Kenai/Soldotna area. Family practice as well as most specialties are represented in the medical community. The Central Peninsula General Hospital, owned by the Borough and operated under contract by LHS Management Co., is a 62 bed facility providing state-of-the-art medical care. Full laboratory service, radiology, physical therapy and respiratory therapy are offered at the facility. The nearest major hospital is located in Anchorage.

The University of Alaska Mining and Petroleum Extension Service has been funded by the State of Alaska to construct a fire training center in Kenai. The purpose of the fire training school is to train representatives of departments from around the state in controlling petroleum based fires, aircraft fires, marine fires and mining catastrophes.

The cultural and social environment of the central Kenai Peninsula centers around a new auditorium build as part of the new Kenai Central High School. Many community events and programs utilize the auditorium year round. The Kenai Arts and Humanities Council

maintains a community center and sponsors a variety of events.

XIII. COMMUNITY IMPACTS

The City of Kenai and Kenai Peninsula Borough officials have indicated that Navy home basing in the area, be it ships, aircraft or both, will not have any negative impacts on the community.

XIV. ENVIRONMENTAL FACTORS

The area surrounding Kenai/Nikiski has abundant wetlands which are heavily used by migratory birds and are feeding grounds for bald eagles. Some of the freshwater wetlands are initial water sources for anadromous fish streams and provide rearing habitat for juvenile salmon and dolly varden trout. The saltwater areas around Nikiski are inhabited by protected marine mammals. Within the City of Kenai are several historic structures, some of which are on the National Register of Historic Places. The City of Kenai does not have a coastal zone management plan, therefore, state guidelines apply. There have been various environmental documents prepared for other projects in the area which are available.

XV. COMMUNITY SUPPORT

Community support for home basing of Navy ships and/or aircraft is very strong Governmental leaders expressed strong support and enthusiasm and are vigorously pursuing this proposed action.

Kenai

210 Fidalgo
Kenai, Alaska 99611

Home Rule City

Phone: (907) 283-7535

INCORPORATION DATE:	1960
POPULATION:	6,546
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	3%
CITY COUNCIL MEETS:	First and third Wednesdays
MANAGER FORM OF GOV'T:	Yes

MAYOR: John J. Williams 1989

CITY COUNCIL MEMBERS

Tom Ackerly	1988
Marj O'Reilly	1990
Art McComsey	1989
Chris Monfor	1989
Linda Swarner	1990
Raymond Measles	1988

MUNICIPALLY OWNED UTILITIES:
Water, Sewer, Airport, Leased Lands

ADMINISTRATIVE ASSISTANT	Dana Gerstlauer
AIRPORT MANAGER	Randy Ernst
ANIMAL CONTROL OFFICER	Bill Godek
ATTORNEY	Tim Rogers
CLERK	Janet Whelan
ENGINEER	Jack LaShot
FINANCE DIRECTOR	Charles A. Brown
FIRE CHIEF	Al Ivanoff
LIBRARIAN	Emily DeForest
MANAGER	Bill Brighton
PARKS & RECREATION DIRECTOR	Kayo McGillivray
POLICE CHIEF	Rick Ross
PUBLIC WORKS DIRECTOR	Keith Kornelis
SENIOR CITIZEN COORDINATOR	Pat Porter
WATER/SEWER SUPERINTENDENT	Clyde Johnson

Kenai Peninsula Borough

144 North Binkley Street
Soldotna, Alaska 99669

Second Class Borough

Phone: (907) 262-4441

INCORPORATION DATE:	January 1, 1964
POPULATION:	43,612
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	2%
ASSEMBLY MEETS:	First and third Tuesdays
MANAGER FORM OF GOV'T:	No

MAYOR: Don Gilman 1990

ASSEMBLY MEMBERS

Jonathan W. Sewall, P.O.	1989
Jack Brown	1990
David R. Carey	1989
John Crawford	1990
Betty Glick	1988
Mark Hodgins	1990
Brentley D. Keene	1988
Karen McGahan	1989
Sam McLane	1988
Sharon Moock	1990
Frank Mullen	1990
Phil Nash	1989
Patrick M. O'Connell	1989
Gail Phillips	1988
James W. Skogstad	1990
Marie Walli	1989

PLANNING/ZONING COMMISSION

Peter Ernst, Chair	1988
Phil Bryson	1989
Bill Butler	1988
Chuck Crabaugh	1990
Colleen Denbrock	1990
Susan Mumma	1988
Myron Mickey	1989
Keith Hursh	1990
James Brickey	1989
Chester Thorne	1990

SCHOOL BOARD MEMBERS

Joyce Fischer, Pres.	1988
Cliff Massie	1990
Marilyn Dimmick	1990
Mike Kiley	1990
Eric Weatherby	1988
Millie Martin	1989
Betty Obendorf	1989

BOROUGH POWERS

Areawide: Solid Waste Disposal
Assessing, Taxation, Schools
Non-Areawide: Port & Harbor
Service Areas: Fire Protection, Hospitals, Ambulance, Recreation Facilities

ADMINISTRATOR	Don Gilman
ADMINISTRATIVE ASSISTANT	Marla Huss
ASSESSOR	Don Thomas
ATTORNEY	Tom Boedeker
CIVIL DEFENSE DIRECTOR	Robert Heavlin
CLERK	Joanne Brindley
COMPTROLLER	Ross Kinney
FINANCE DIRECTOR	Roy Barton
PERSONNEL DIRECTOR	Richard Campbell
PLANNING DIRECTOR	Kevin Fenner
PUBLIC WORKS DIRECTOR	Edward Hakert
SUPERINTENDENT OF SCHOOLS	Dr. Fred Pomeroy
TREASURER	Larry Semmens

table 1.1

KENAI MUNICIPAL AIRPORT

RUNWAY PAVEMENT EVALUATION

Gross Weight Evaluation (Pounds)

Runway Section Description	Gear Type		
	Single	Dual	Dual Tandem
50-foot Runway Keel Section Sta 0 + 00 to 50 + 00	75,000	130,000	240,000
Area Outside of Keel Section Sta 0 + 00 to 5 + 00 Sta 17 + 00 to 25 + 00 Sta 45 + 00 to 50 + 50	75,000	130,000	240,000
Area Outside of Keel Section Sta 5 + 00 to 17 + 00 Sta 25 + 50 to 45 + 00	70,000	80,000	160,000
Entire Runway Width Sta 50 + 00 to 75 + 00	75,000	130,000	240,000

table 1.2

KENAI MUNICIPAL AIRPORT RUNWAY

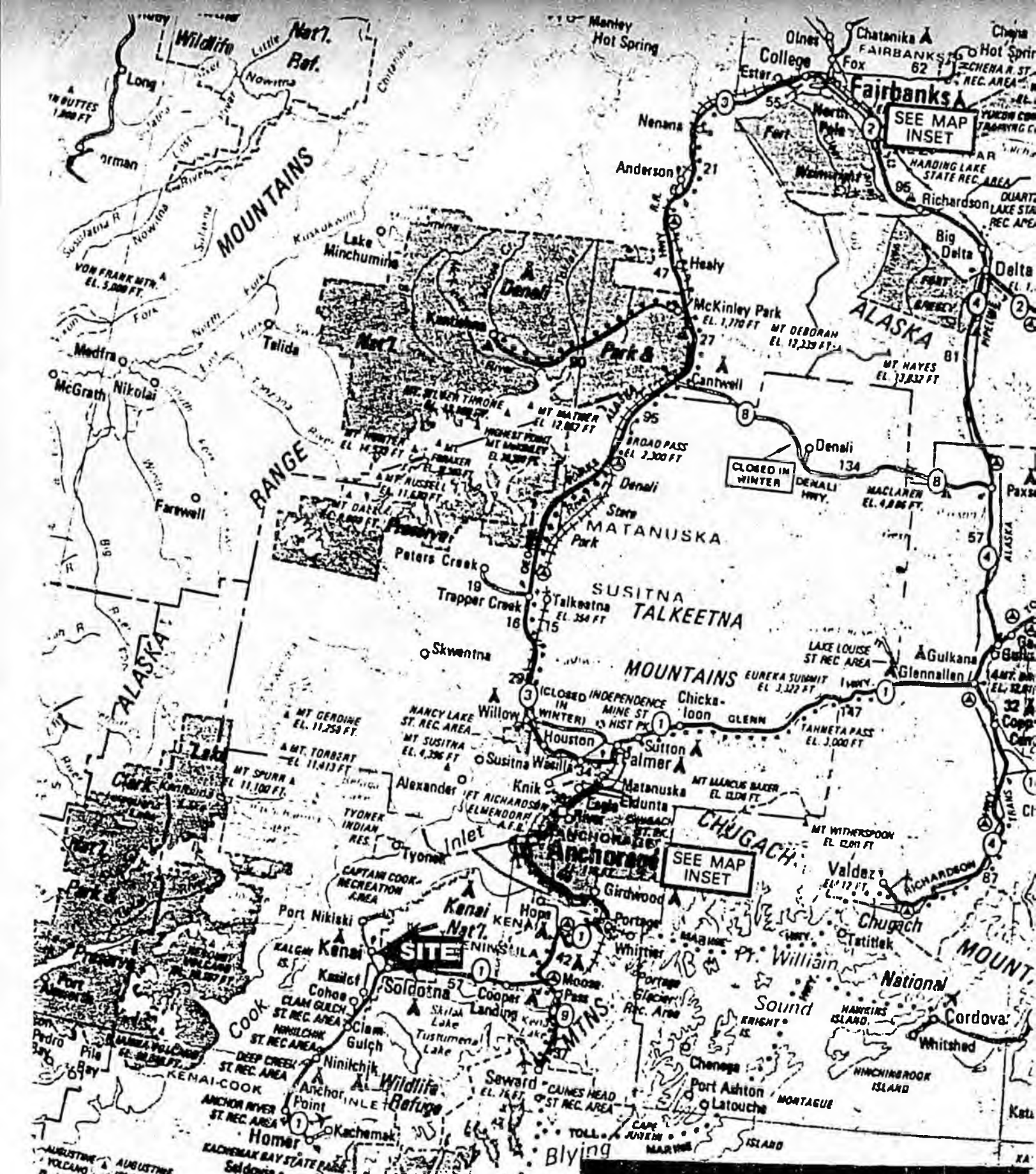
DIMENSIONS AND SEPARATION STANDARD

Item	Airplane Design Group III	Kenai Airport
Runway length	5,400 feet(1)	7,575 feet
Runway width	100 feet	150 feet
Runway shoulder width	20 feet	75 feet
Runway blast pad width	140 feet	150 feet
Runway blast pad length	240 feet	200 feet (1) 100 feet (19)
Runway safety area width	500 feet	325 feet (FAA except.)
Runway safety area length	1,000 feet beyond each runway end	1,700 feet (1) 2,500 feet (19)
Obstacle Free Zone	400 feet	800 feet
Runway centerline to taxiway centerline	400 feet	600 feet
Runway centerline to aircraft parking area	500 feet	750 feet
Property/building restriction line	750 feet(2)	1,375 feet

Source: FAA AC 150/5300-12, AC 150/5325-4; Boeing Company, Commercial Airplane Division

(1) The Boeing 727-200 with a takeoff weight of 150,000 pounds requires approximately 5,400 feet for takeoff field length at sea level and 50 degrees F.

(2) The runway centerline to property/building line separating distance may be reduced to 500 feet, dependent on an FAA determination that shows it is no hazard to air navigation.


SITE
SEE MAP INSET
SEE MAP INSET
Fairbanks
Anchorage
Kenai
Soldotna
Homer
Seward
Valdez
Cordova
Whittier
Wasilla
Palmer
Talkeetna
Healy
Denali
Delta
Glennallen
Gulkana
Chickaloon
Willow
Houston
Sutton
Matanuska
Eklutna
Girdwood
Hope
Cooper Landing
Moose Pass
Portage
Tatitlek
Chenega
Port Ashton
Latouche
Whittier
Nenana
Anderson
McKinley Park
Cantwell
Denali
Broad Pass
Trapper Creek
Peters Creek
Skwentna
Alexander
Knik
Tyonek
Port Nikiski
Kasilof
Cohoe
Clam Gulch
Ninilchik
Anchor Point
Kachemak
Seldovia
Port Graham
English Bay
Portlock
Kamishak Bay
Kennedy Entrance
Strait
Shuyak Island
Augustine Island
Augustine Volcano
Pile Bay
Pedro Bay
Lake Clark
Lake Minchumina
Telida
McGrath
Nikolai
Medfra
Farewell
Long
Nowitna
Wildlife Ref.
Nat'l. Park & Preserve
Denali Nat'l. Park & Preserve
Kenai Nat'l. Moose Range
Kenai Fjords Nat'l. Park
Chugach National Forest
Wildlife Refuge
Alaska Range
Talkeetna Mountains
Chugach Mts.
Mt. McKinley
Mt. Foraker
Mt. Hunter
Mt. Russell
Mt. Gerdine
Mt. Torbert
Mt. Spurr
Mt. Deborah
Mt. Hayes
Mt. Marcus Baker
Mt. Witherspoon
Mt. Wrangell
Mt. Drum
Mt. Sanford
Mt. Blackburn
Mt. Jarvis
Mt. Bona
Mt. Churchill
Mt. Logan
Mt. Natazhat
Mt. Kimball
Mt. Fairweather
Mt. Hubbard
Mt. Vancouver
Mt. Saint Elias
Mt. Augusta
Mt. Lucania
Mt. Steele
Mt. Wood
Mt. Walsh
Mt. Slaggard
Mt. Cook
Mt. Hayden
Mt. Bear
Mt. Miller
Mt. Dall
Mt. Deception
Mt. Gilbert
Mt. Silverthrone
Mt. Huntington
Mt. Barrille
Mt. Igikpak
Mt. Doonerak
Mt. Isto
Mt. Michelson
Mt. Chamberlin
Mt. Sonder
Mt. Beaufort
Mt. Franklin
Mt. Hotham
Mt. Igikpak
Mt. Isto
Mt. Doonerak

KETCHIKAN

The City of Ketchikan is located on Revillagigedo Island along the Tongass Narrows in Southeast Alaska, approximately 600 air miles north of Seattle and 235 air miles south of Juneau. Travel to Ketchikan is either by air or water as there are no connecting roads off the island.

I. POPULATION

The population of the City of Ketchikan is currently estimated at 7,311 while the Ketchikan Gateway Borough population is approximately 14,500. The major population center is the city, while a majority of the remaining residents live in the immediate vicinity of the city limits.

II. CLIMATOLOGY

As with other areas of Southeast Alaska, Ketchikan weather is temperate in comparison with central mainland Alaska. Annual rainfall in Ketchikan averages 162 inches while winter brings an average of 32 inches of snow. Average daily temperatures during July range from a high of 65 degrees to a low of 51 degrees. Average temperatures during January, the coldest month, range from a high of 39 degrees to a low of 29 degrees. Hours of daylight and darkness in Ketchikan follow the extremes associated with Alaska with the longest period of daylight occurring on June 21 (17 hours, 27 minutes), and the shortest period on December 21 (7 hours, 6 minutes). As would be expected in an area receiving an annual rainfall of 162 inches, Ketchikan experiences a great deal of overcast sky conditions. The National Oceanographic and Atmospheric Administration (NOAA) reports clear skies less than 5% of the time, however, visibility is rarely obscured to dangerous conditions. Data on windspeed in Ketchikan is not available, but nearby Annette Island reports average windspeed of 8 mph during summer and 12 mph during winter months. The highest recorded windspeed on Annette Island was 60 mph.

III. HARBOR CHARACTERISTICS

Ketchikan is located 79 miles from open ocean via Nichols Passage southeast of Ketchikan, through Clarence Strait and into the Dixon Entrance. An alternate route from Ketchikan is through the Tongass Narrows northwest, around Guard Island and into Clarence Strait then on into Dixon Entrance. This route, although somewhat longer at 86 miles, is probably the easiest and quickest transit to the open ocean. Tides in the Tongass Narrows range from an extreme low of -5.0' Mean Low Low Water (MLLW) to a Mean Higher High Water (MHHW) of +15.4', with a mean tide range of 13.0'. Currents through the narrows typically average 1.5 to 2.0 knots. The Tongass Narrows channel does not require maintenance dredging and offers a minimum water depth of -48' (MLLW) via any route to open ocean.

There are two navigation hazards within the Tongass Narrows channel. The first is a shipwreck which is well charted and marked by buoys, and the second is Pennock Reef, also charted and marked by buoys. Neither presents a significant hazard to navigation as evidenced by the successful transitof cruise ships throughout the summer. The Tongass Narrows and surrounding area is free of ice year round.

IV. PORT SERVICES

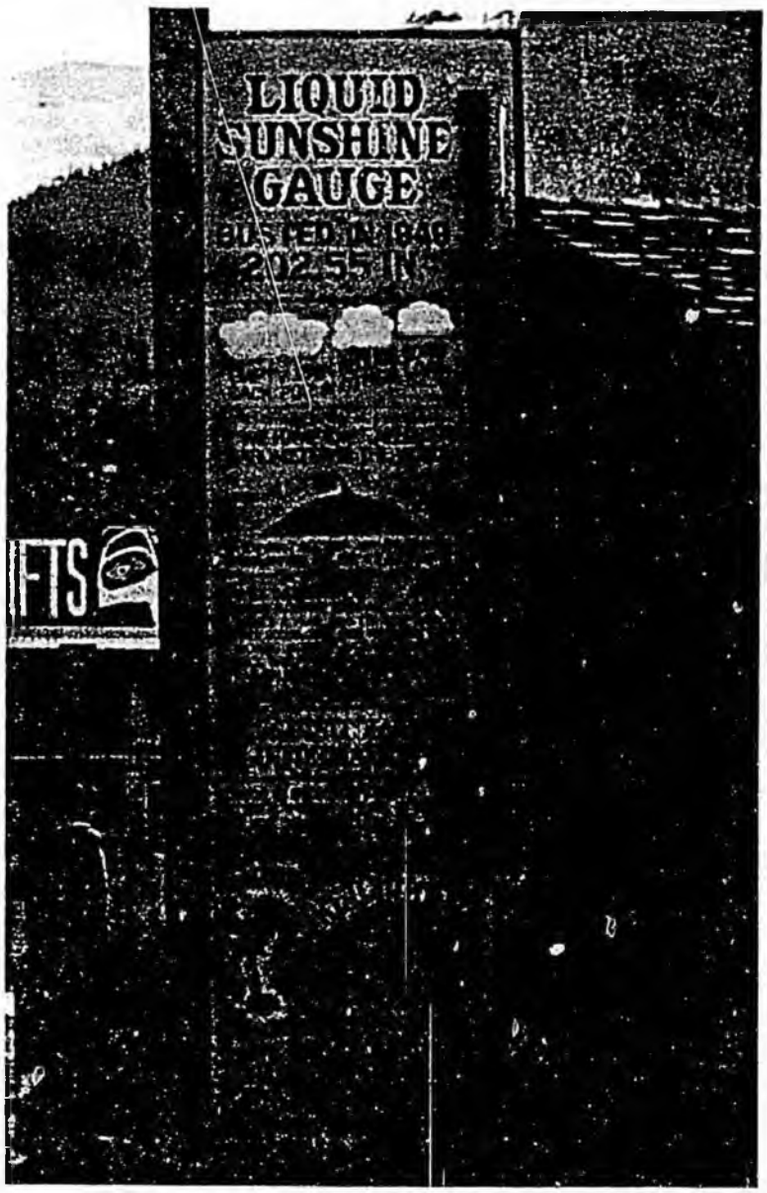
Port services in Ketchikan are offered by several commercial concerns. There are a total of 8 tug boats ranging in size from 750 HP to 2,400 HP, one fuel barge, one refuse collection boat and a salvage and diving boat. In addition to the above, the Port District operates one fire boat and the Borough operates the small ferry running between the airport on Gravina Island and Ketchikan.

V. EXISTING WATERFRONT FACILITIES

There currently are no waterfront facilities available for Navy use. The Ketchikan waterfront is intensively used for cruise ship berthing and support of the fishing fleet. Expansion of the waterfront area is severely restricted by lack of uplands since the harbor is surrounded by steep mountain slopes running down to the water.

VI. EXISTING ONSHORE FACILITIES

Existing onshore facilities available for use by Navy are almost non-existent. A Preliminary Site Evaluation Report for the Alaska Marine Highway Winter Ferry Maintenance Facility was prepared in September, 1979. That report evaluated 21 potential sites in the Ketchikan area for use by the Ferry System. Of the 21 sites, four were deemed acceptable, 5 marginal and 12 as unacceptable. Of the 9 acceptable and marginal sites, none offered buildings or facilities suitable for Navy use. Additionally, most of the sites are very constrained in land available for construction. Potential home basing sites are located northeast of Ketchikan in the Behm Canal area, or south of Ketchikan in the George Inlet area. Neither area is currently developed.



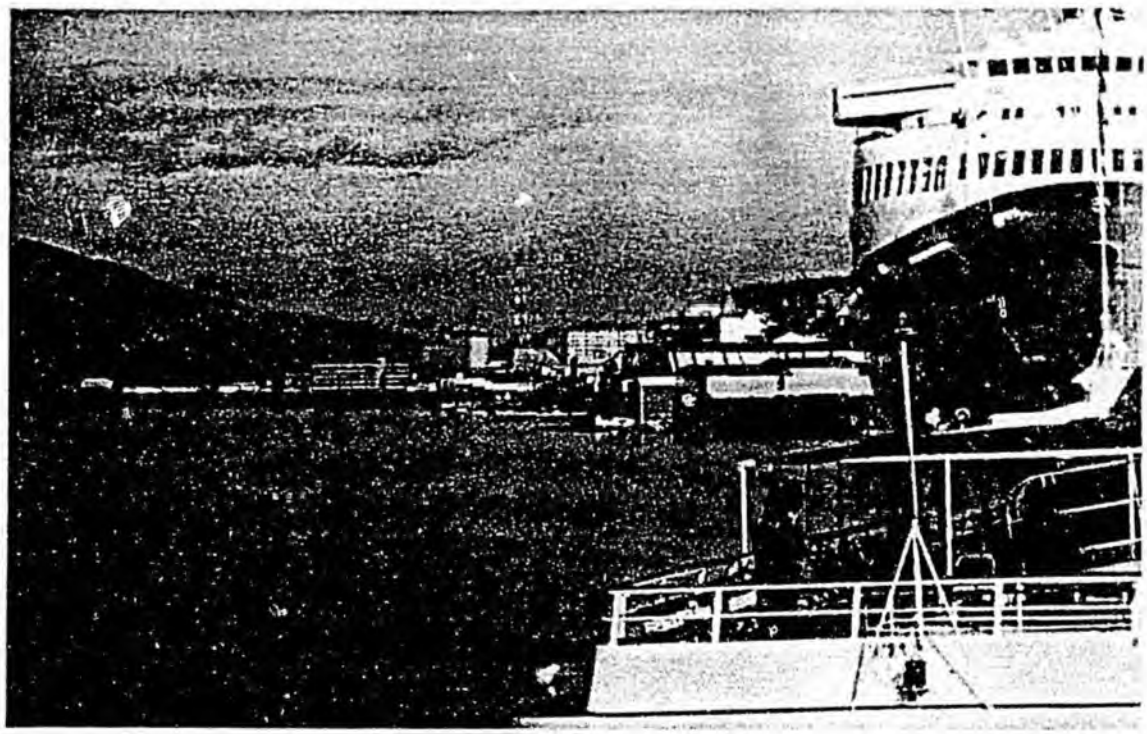
Existing structures available for personnel support functions; ie, administration, bachelor housing, warehousing, messing, etc., are not presently available in Ketchikan. If Ketchikan was selected as a home base site, these facilities would likely be constructed in an area remote from the ship berthing area.

VII. SEISMIC FACTORS

Seismic records indicate that there has not been any earthquake epicenters in the Ketchikan area since 1788. Although several earthquakes generated elsewhere have been felt in Ketchikan, there has been no reported damage. Ketchikan is in seismic zone 3 per Navy reference manuals.

VIII. LOGISTIC SUPPORT

Logistic support in Ketchikan is generally quite good, however, as with most communities in Alaska, availability of goods is heavily dependent upon barge service from Seattle. All types of petroleum, oils and lubricants are available in Ketchikan through commercial suppliers. Delivery is available through tank truck, barge, and in some cases, wharf pipeline.



Fresh provisions are readily available in Ketchikan, as are all other type of goods and services. While wholesalers do not carry extensive stocks of materials, barge service from Seattle is frequent. Conversations with representatives of the supply/service industry indicate that meeting the needs of the Navy would not present any particular problems.

IX. TRANSPORTATION

Transportation to and from Ketchikan is either by air or water since there are no connecting roads off the island. Daily commercial air service north and south is provided by Alaska Airlines (4 daily flights in winter, 5 daily flights in summer) while a host of small charter and commuter services operate between Ketchikan and other Southeast Alaska communities. Ketchikan International Airport, located on Gravina Island in the middle of the Tongass Narrows and accessed by ferry, operates a FAA Flight Service Station but does not have a manned control tower. Marine transportation to Ketchikan is available with the Alaska Marine Highway System ferry service. Scheduled service is via Seattle, Prince Rupert Island and points north.

X. INDUSTRIAL SUPPORT

Ship repair service is available through Ketchikan Shipyard, Inc. This commercial operation offers a floating drydock capable of handling ships to a length of 384 feet, beam of 100 feet and displacement of 9,600 long tons. All "hotel" services are available in the Ketchikan Shipyard and an experienced workforce is available year-round. Crane service to 70 tons is available in the community.

XI. UTILITIES

Utilities in the Ketchikan area are well developed. Electrical energy is generated by diesel and hydroelectric means. Current electrical generating capacity is 50 MW with demand estimated at 50% of capacity. Current electrical rates for residential service are $11.55 per month plus 7.5 cents per kwh. Commercial rates for large users are $51 per month plus 6.5 cents per kwh plus a demand charge of $4.75 per kwh. Additional charges may be levied for adjustments to fuel consumption, maintenance, or variations in cost of purchased electricity.

Potable water for the Ketchikan area is supplied from local lakes. Residential water rates range from $17.80 to $26.35 per month based on location (outside city limits billed at higher rate). Industrial rates for water are determined by size of the supply line, ranging from $23.70 for a 3/4" line to $985 for an 8" line. In addition to the basic charge, there is an additional charge ranging from $29.60 to $70.72 per month for each privately owned fire hydrant, depending on the size of the hydrant.

Current sewage disposal capacity is 5 million gpm with demand estimated at 1.2 million gpm. Charges for sewage are based on a system called Equivalent Residential Units (ERU's) which attempts to balance the disposal cost equally among classes of customers based on amount of effluent discharged. Each ERU is billed at $20 per month. Actual charges are calculated on volume.

XII. PERSONNEL SUPPORT

Family housing in Ketchikan could present a problem with a large influx of new families. The vacancy rate on rental properties is quite low (approximately 4%, adjusted seasonally) which in addition to an availability problem, makes rents relatively high. A survey of two local realty firms indicate that two bedroom units rent for an average of $600 per month, three bedroom units for an average of $825 per month, and four bedroom units rent for an average of $925 per month. Sale prices on two bedroom units average $80,000 while the typical three bedroom home sells for approximately $92,000. More spacious homes on larger lots are available in the area, however, prices rapidly escalate to well over $120,000. Temporary lodging in Ketchikan is available, however, the cost is high. The average hotel/motel double occupancy rate is $72 per night. Two motels offer kitchenettes at an average price of $118 per night. Although it could be reasonably anticipated that local developers would step in to provide temporary housing for transient Navy families, costs will continue to be high.

The Ketchikan Gateway Borough School District serves the entire Ketchikan area with four elementary schools, one junior high school, one high school and a small alternative school serving high school age students. A review of the school system shows a comprehensive program which offers a variety of educational paths to meet the needs of the community. The school facilities are for the most part relatively new and in good condition. Information provided by the school district indicates that an increase in student population resulting from home basing of Navy ships in Ketchikan can be absorbed within the existing physical plant.

The Ketchikan Campus of the University of Alaska Southeast, an integral part of the University of Alaska system, offers a two-year liberal arts and general education program. The college is fully accredited as an institution of higher learning by the Commission on Colleges of the Northwest Association of Schools and Colleges.

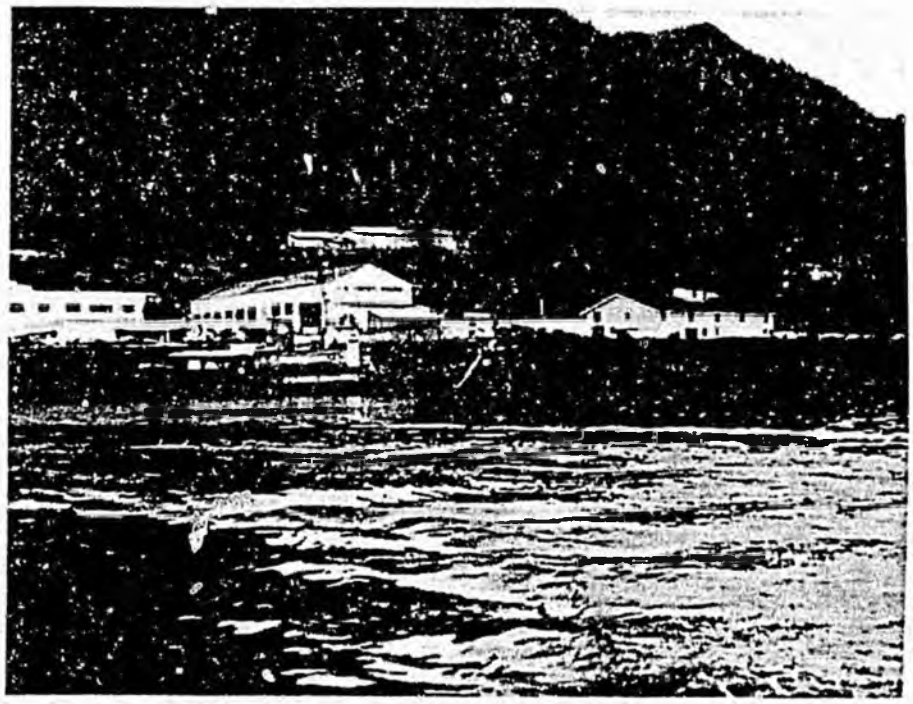
The health care needs of the area are served by Ketchikan General Hospital (a 37 bed facility), 19 physicians (including one physician assigned to the Coast Guard), one psychiatrist, and a OB/GYN Nurse Midwife. Current plans call for a 24,000 square foot expansion of the hospital during the next 5 years. The nearest major medical facility is in Seattle where seriously ill or injured patients are air evacuated.

For a community of its size, Ketchikan is rich in human support facilities ranging from libraries, to cultural assets, to sporting facilities. The area abounds with fraternal, religious, social, and recreational organizations. Local governmental organizations such as Parks and Recreation Departments and voluntary community groups insure that Ketchikan offers services and activities to meet most interests. Ketchikan offers a variety of shopping facilities, including a new indoor mall with 81 stores. There are three large supermarkets as well as numerous small neighborhood groceries. A variety of goods and services are available in the community, however, special orders and catalog shopping remain the lifeblood of the consumer in Ketchikan, as well as most of Alaska.

XIII. COMMUNITY IMPACTS

Population growth due to home basing of Navy ships in Ketchikan would represent an increase of approximately 8.5% (assuming 1,200 military members and dependents). Although housing demand would probably exceed supply initially, it is expected that private developers would meet the housing demand if the Navy made a commitment to homeport in Ketchikan. Public services to support a growing population does not appear to be a problem as both the Borough and City have planned for such growth as a natural result of economic expansion of the area.

Additional street traffic resulting from home basing of Navy ships in Ketchikan would not significantly impact the infrastructure, however, expansion of the system would place additional street maintenance requirements on local government.



XIV. ENVIRONMENTAL ISSUES

Bald eagles are numerous in and around Ketchikan as are some marine mammals. No other endangered species are known to inhabit the area. Eagle nesting and roosting trees are of primary concern to ensure the survival of the bird. There are no wetlands in any areas which are acceptable for home basing. Indian and pioneer history of the area is plentiful. Archaeological sites abound in the area and Ketchikan has many buildings dating back to the turn of the century. Ketchikan Gateway Borough has a Coastal Management Plan in place and several environmental documents have been prepared for projects in the area.

XV. COMMUNITY SUPPORT

Support for Navy home basing in Ketchikan by the local governments is very strong. The media has taken a positive position on home basing. Support for Navy home basing in the community appears to be positive. The citizens of Ketchikan support growth of the community if it is beneficial and properly managed. Several environmentally oriented groups are active in the Ketchikan area and play an aggressive role in monitoring growth as it relates to the natural environment, especially in connection with tourism and fishing.

Ketchikan

334 Front Street
Ketchikan, Alaska 99901

Home Rule City

Phone: (907) 225-3111

INCORPORATION DATE:	August 25, 1900	
POPULATION:	7,311	
REGULAR ELECTION:	First Tuesday in October	
SALES TAX:	5%	
CITY COUNCIL MEETS:	First and third Thursdays	
MANAGER FORM OF GOV'T:	Yes	
MAYOR:	Ted Ferry	1988

CITY COUNCIL MEMBERS

Tom Friesen, V.Mayor	1988
Edward W. Zastrow	1988
Georgia Skannes	1988
Tom Coyne	1990
Charles E. Freeman	1990
Donald F. Hoff, Jr.	1989
Lew M. Williams, III	1990

MUNICIPALLY OWNED UTILITIES
Water, Electricity,
Telephone, Port, Hospital

ASSISTANT MANAGER	Dan Allen
ATTORNEY	Russell W. Walker
CLERK	Karen Miles
ENGINEER	Fred Monrean
FIRE CHIEF	David O'Sullivan
LIBRARIAN	Mary McGee
MANAGER	James A. Van Altvorst
PARKS & RECREATION DIRECTOR	Susie Daly
POLICE CHIEF	Daniel A. Anslinger, III
PUBLIC UTILITY MANAGER	Richard A. Southworth
PUBLIC WORKS DIRECTOR	Jack Pearson

Ketchikan Gateway Borough

344 Front Street
Ketchikan, Alaska 99901

Second Class Borough

Phone: (907) 225-6151

INCORPORATION DATE:	September 6, 1963
POPULATION:	12,982
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	1.5%
ASSEMBLY MEETS:	First and third Mondays
MANAGER FORM OF GOV'T:	Yes

MAYOR: Ralph C. Gregory, Jr. 1990

ASSEMBLY MEMBERS

Kaye King, P.O.	1989
Don Chenhall	1990
Ralph M. Bartholomew	1988
Dennis McCarty	1988
John Cote	1990
Michael Cruise	1989
Marie Westfall	1990

PLANNING/ZONING COMMISSION

John Holst, Chair	1988
Chuck McGee	1990
William C. Thomas, Sr	1988
Bruce Johnstone	1989
Walt Begakla	1990
Richard Olmstead	1990
Don Stewart	1989

SCHOOL BOARD MEMBERS

Dr. Tom Conley, Pres.	1988
Jim Alguire	1988
Lynette Beraldi	1989
Pam Hjorteset	1988
Cheri L. Davis	1990
Bryan Mangum	1990
Kirk Thomas	1989

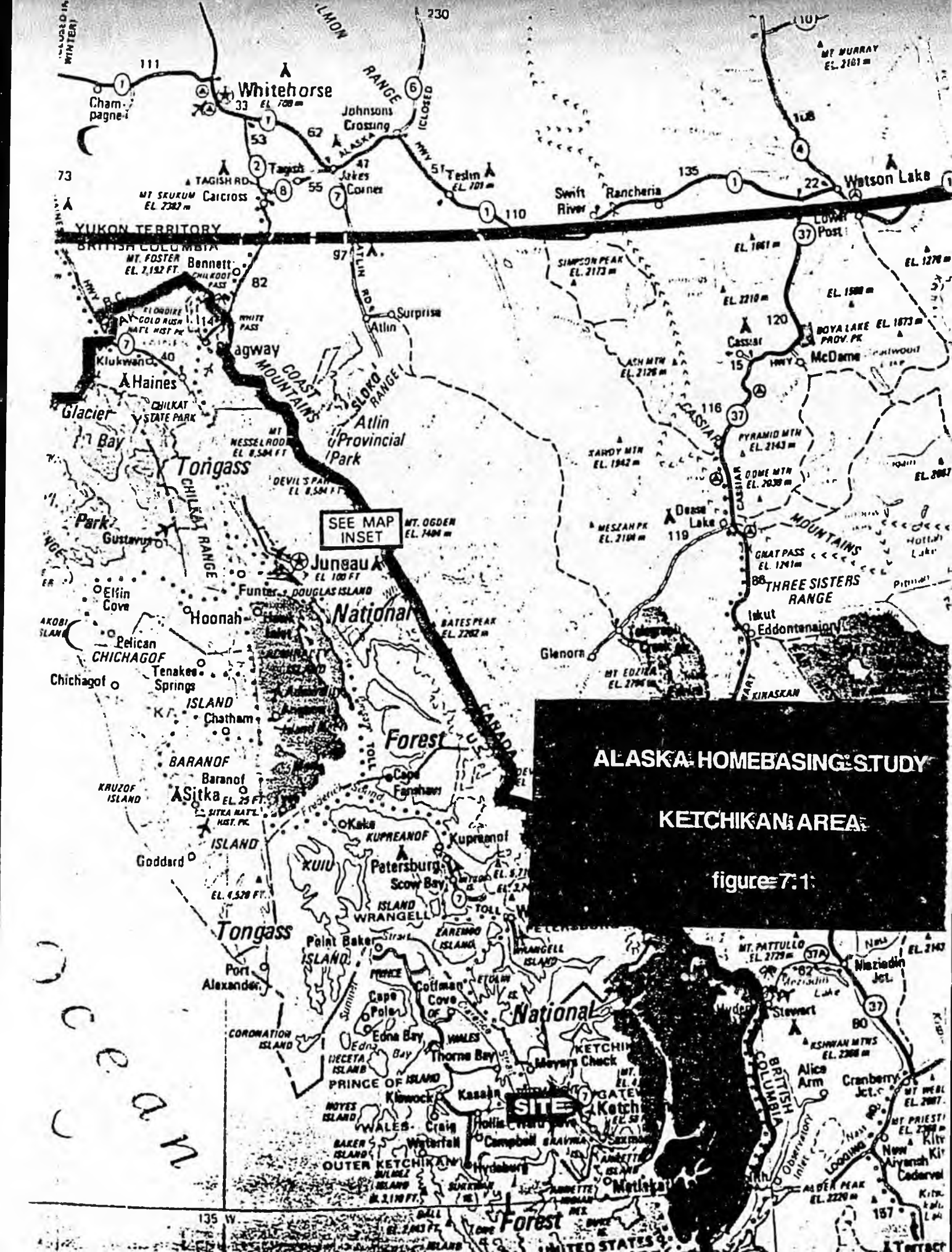
BOROUGH POWERS

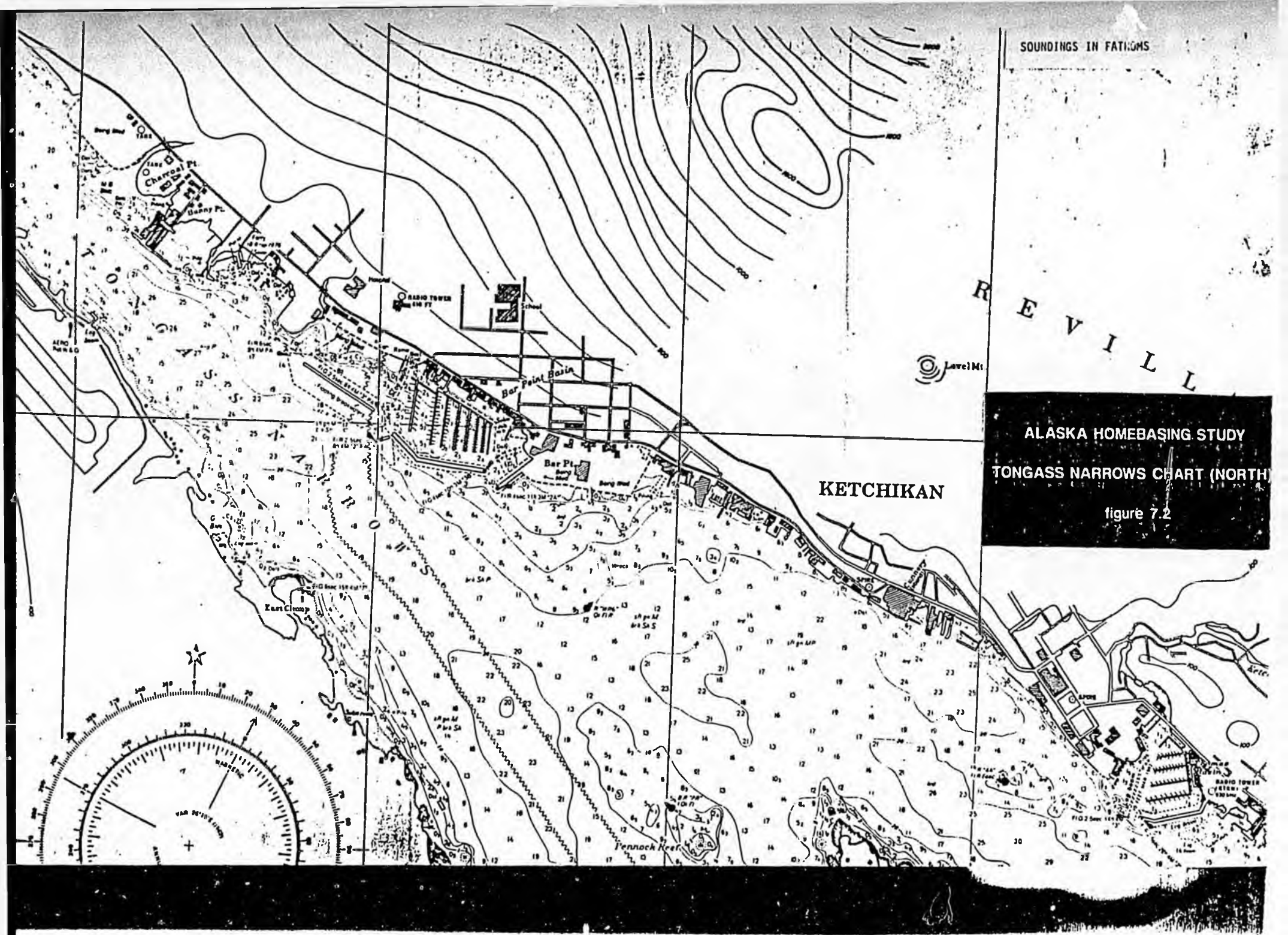
Areawide: Education, Airport, Planning, Animal Control, Taxation
Non-Areawide: Fireworks, Drug Paraphernalia Control, Library
Service Areas: Water, Fire, Sewer, Roads

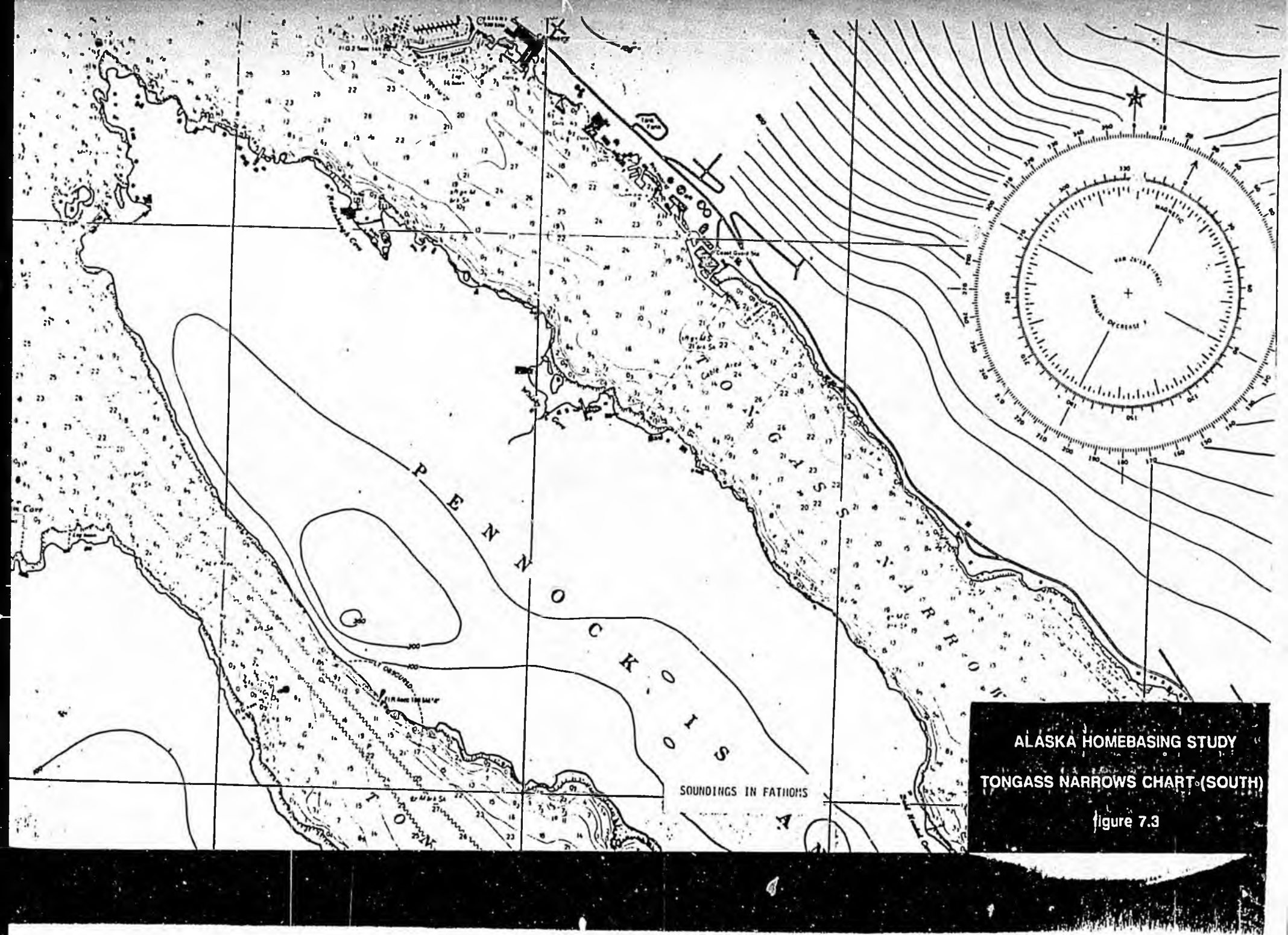
MUNICIPALLY OWNED UTILITIES

Airport

ACCOUNTING DIRECTOR	Marly Gregorioff
ADMINISTRATIVE ASSISTANT	Judith Wright
AIRPORT MANAGER	Ken Linder
ANIMAL CONTROL OFFICER.(Acting)	Terry Richardson
ASSESSOR	Robert Kern
ATTORNEY	Russell Walker
CLERK	Georgianna Booth
MANAGER	David G. Crow
PLANNING DIRECTOR	William Jones
REVENUE DIRECTOR	Sandy Isley


ALASKA HOMEBASING STUDY
KETCHIKAN AREA
figure 7.1
SITE
SEE MAP INSET
Whitehorse
Watson Lake
Teslin
Atlin
Surprise
Bennett
Skagway
Klukwan
Haines
Glacier Bay
Tongass
Atlin Provincial Park
Juneau
Hoonah
Elfin Cove
Pelican
Chichagof
Tenakee Springs
Chatham
Baranof
Sitka
Goddard
Kake
Kupreanof
Petersburg
Scow Bay
Point Baker
Port Alexander
Cape Pole
Cotfman Cove
Edna Bay
Thorne Bay
Meyers Chuck
Kasaan
Klawock
Craig
Hydaburg
Metlakatla
Ketchikan
Alice Arm
Stewart
Dease Lake
Glenora
Iskut
Eddontenajon
Cassiar
McDame
Swift River
Rancheria
Lower Post
Johnsons Crossing
Carcross
Champagne
Tagish
Jakes Corner
Gustavus
Funter Bay
Port Protection
Naziedin Jct.
Cranberry Jct.
New Aiyansh
Cedarvel
Terrace
YUKON TERRITORY
BRITISH COLUMBIA
ALASKA
Ocean
Forest
National
Tongass
Forest
COAST MOUNTAINS
SKEENA MOUNTAINS
THREE SISTERS RANGE
CASSIAR MOUNTAINS
SLOKO RANGE
CHILKAT RANGE
KUIU ISLAND
KUPREANOF ISLAND
WRANGELL ISLAND
PRINCE OF WALES ISLAND
BARANOF ISLAND
CHICHAGOF ISLAND
KRUZOF ISLAND
DOUGLAS ISLAND
CORONATION ISLAND
DECEITA ISLAND
BAKER ISLAND
HOYES ISLAND
OUTER KETCHIKAN
MT. FOSTER EL. 7,152 FT.
MT. SKURUM EL. 7387 m
MT. OGDEN EL. 7404 m
MT. MURRAY EL. 2161 m
MT. NESSELROD EL. 8,584 FT
SIMPSON PEAK EL. 2173 m
ASH MTN EL. 2126 m
SARDY MTN EL. 1942 m
MESZAH PK EL. 2104 m
PYRAMID MTN EL. 2143 m
DOME MTN EL. 2039 m
GNAT PASS EL. 1241 m
BOYA LAKE PROV. PK
BATES PEAK EL. 2262 m
MT EDZIZA EL. 2786 m
MT. PATTULLO EL. 2729 m
KSHWAN MTNS EL. 2388 m
ALDER PEAK EL. 2220 m
MT. PRIESTLY EL. 2388 m
CHILKOOT PASS
WHITE PASS
CHILKAT STATE PARK
KLONDIKE GOLD RUSH NAT'L HIST PK
SITKA NAT'L HIST PK
ALASKA HWY
ATLIN RD
TAGISH RD
CANADA
135 W


SOUNDINGS IN FATHOMS
Charcoal Pt.
Bar Point Basin
Bar Pt.
KETCHIKAN
East Cleanup
Pennock Reef
ALASKA HOMEBASING STUDY
TONGASS NARROWS CHART (NORTH)
figure 7.2



ALASKA HOMEBASING STUDY

TONGASS NARROWS CHART (SOUTH)

figure 7.3

SITKA

The City of Sitka is located on the west side of Baranof Island, 95 air miles southwest of Juneau and 185 miles west of Ketchikan. Seattle is two hours flying time to the south. Travel to Sitka is by air or water since there are no roads connecting to outside areas.

I. POPULATION

The City and Borough of Sitka have an estimated population of 8,300. The major population area is the City of Sitka, however, a growing number of residents are locating homes in the nearby unincorporated areas.

II. CLIMATOLOGY

The climate in Sitka is classified as marine with abundant precipitation. Annual rainfall in the area is 95 inches with an annual snowfall of 50 inches. The snow received in Sitka is highly saturated and adds significantly to total annual precipitation. The average temperatures range from a low of 26 degrees to a high of 62 degrees. As with most of Alaska, hours of daylight are extreme, the shortest being 7 hours and 43 minutes while the longest is 17 hours and 55 minutes.

Visibility in the Sitka area is often restricted due to the foggy, cloudy, and misty conditions which prevail. In the average year, there are 200 days with some form of precipitation. Conditions are such that air traffic around Sitka is often disrupted or delayed.

III. HARBOR CHARACTERISTICS

Sitka is located 17 miles from the surf line of Sitka Sound via Western channel. Eastern Channel to open ocean water is 22 miles. The Western anchorage area is -24' to -36' Mean Low Low Water (MLLW) in depth while the Eastern anchorage area is -60' MLLW. The depth in Western Channel averages -65' MLLW and the Eastern Channel averages -180' MLLW. Neither channel requires maintenance dredging. All channels are at least 1/4 mile wide at the narrowest point. The channel areas are dotted with many small islands but those presenting a navigation hazard are well charted and marked. Currents through the channels are typically 1 to 2 knots. There are no overhead obstructions in the paths of navigation, although Sitka Channel is crossed by a bridge with a horizontal clearance of 350' and a vertical clearance of 52'. Ocean going ships are not required to pass under this bridge. The Sitka area remains ice free throughout the winter.

IV. PORT SERVICES

Port services in Sitka are somewhat limited due to lack of demand by larger vessels. Small log boom tugs are in the area, however, larger tugs would have to be arranged through commercial concerns in other areas. A small fuel barge is available, however, there is no water service for ships at anchor.

V. EXISTING WATERFRONT FACILITIES

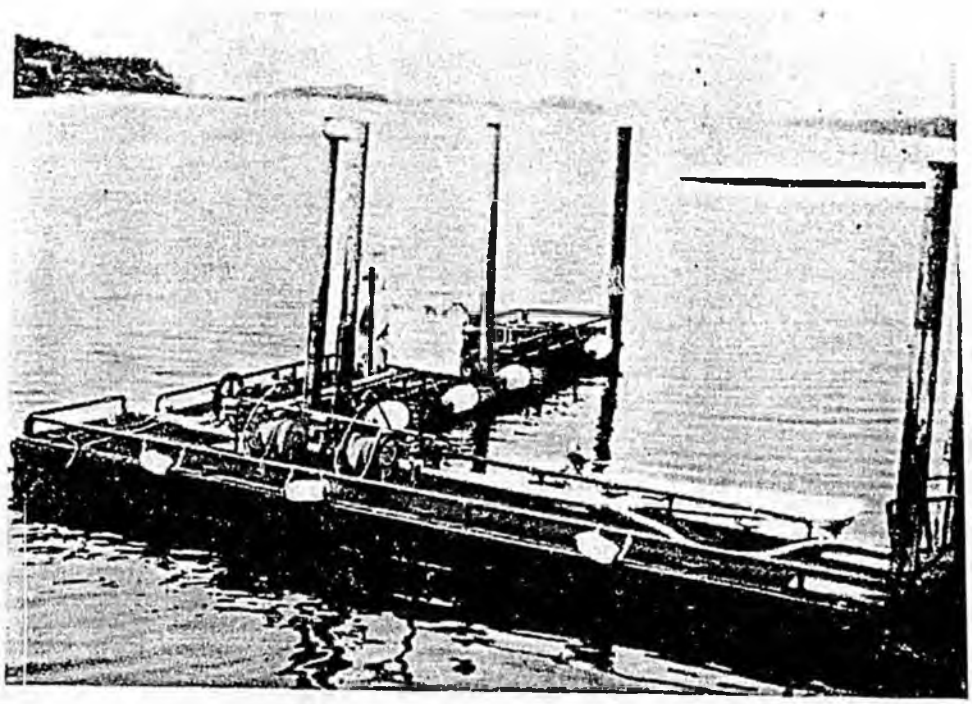
There is one existing marginal wharf in Sitka big enough to accommodate larger vessels. This is a 355' steel piling wharf with rock backfill. A small 1.53 acre laydown area lies behind the wharf. The deck height of the wharf is +16.9' MLLW, however, the depth alongsideis only -18' MLLW and would require extensive dredging to accept larger vessels.

VI. EXISTING ONSHORE FACILITIES

There are currently no existing facilities which would accommodate a Navy home basing effort.

The City-Borough has proposed three alternatives for consideration. The first is a proposed site located on Starrigavan Bay approximately seven miles northwest of downtown Sitka. Water depth at this site is -40' MLLW

or greater, a turning radius of 1/2 mile is available and there are no navigation hazards which present a danger to ship handling. The uplands in the area are under various ownerships, including the Bureau of Land Management and the City-Bourough of Sitka. The waterfront area is bisected by Halibut Point Road which would probably need to be re-routed before substantial development could take place.



The second proposed location is in the Katlian Basin area approximately 17 miles northwest of downtown Sitka, and lies 6 miles beyond the end of the existing road. The site is located in a totally undeveloped area which would require extensive preparation for development. Katlian Bay is a 4.5 square mile bay with an average water depth of 65 fathoms or greater. The uplands in the Katlian Basin lie within the Tongass National Forest, however, the Shee Atika Corporation, a native owned entity created by the Alaska Native Claims Settlement Act of 1971, owns in excess of 3,000 acres in the basin. The Katlian Valley is surrounded by steep slopes averaging over 70 percent. The Basin is subject to several geophysical hazards including land and rock slides, snow avalanches, earthquake, tsunami and seiche waves and river flooding. The Shee Atika Corporation has indicated a willingness to develop this property for a Navy home base.

The third proposal for Navy home basing in Sitka is adjacent to Japonski Island, which was a Naval Air Station during World War II, and currently serves in part as the Sitka Airport. A causeway from Japonski Island connecting several small islands jutting into Sitka sound was constructed by the Army Corps of Engineers during the war, thereby allowing the construction of gun emplacements, personnel quarters, and an underground hospital on the string of islands. The causeway road has been seriously breched by wave action and is currently in poor condition. Access to this site would require construction of a road around the end of the airport runway or an underpass below the runway. The islands, owned by the State of Alaska, would provide berthing in Whiting Harbor. This harbor was dredged during the war and would probably require re-dredging at this time. In addition to the string of islands available, Charcoal and Alice Islands, adjacent to the proposed site and owned by the Shee Atika Corporation, could be made available for support functions. These islands contain the renovated remnants of World War II structures converted to various uses such as administration and storage. Shee Atika Corporation has indicated a willingness to lease the islands and buildings to the Navy.

VII. SEISMIC FACTORS

Although all of Alaska is subject to seismic activity, it must be noted that the Sitka area is especially vulnerable to earthquake and related damage. A large, active fault zone, the Fairweather fault, trends through the area immediately west of Sitka. This fault zone extends from south of the Queen Charlotte Islands north to the vicinity of Cordova, Alaska. Because of volcanic ash deposits dating back thousands of years, the soils of the area are classed as thixotropic, meaning that they are subject to liquefaction during an earthquake. In addition to the earthquake potential, the volcanos of nearby Kruzof Island pose a current threat to Sitka from eruption. Previous eruptions deposited large quantities of ash on the surrounding area which has created soils presenting

construction problems. Landslides are common in steeper sections of the City and Borough. In addition to the potential for earthquake damage, the Sitka area is vulnerable to destructive wave action created by subaerial or subaqueous landslides resulting from earthquakes or volcanos. The area is also threatened by tsunami waves generated anywhere in the Pacific Ocean.

VIII. LOGISTIC SUPPORT

Logistic support in Sitka is quite good. Frequent barge service from Seattle maintains the levels of goods at a satisfactory mark and air cargo service supplies those items in critical need.

Petroleum, oils and lubricants (POL) are readily available from three distributors in Sitka. Stocking levels of fuel between the three dealers is nearly 2 million gallons while diesel oil stock is approximately 1 million gallons. Lubricants are stocked in 55 and 400 gallon drums in addition to one 2,500 gallon bulk tank. Jet fuel and aviation gasoline are stocked in large quantities and can be replenished within one week, as are all POL products.

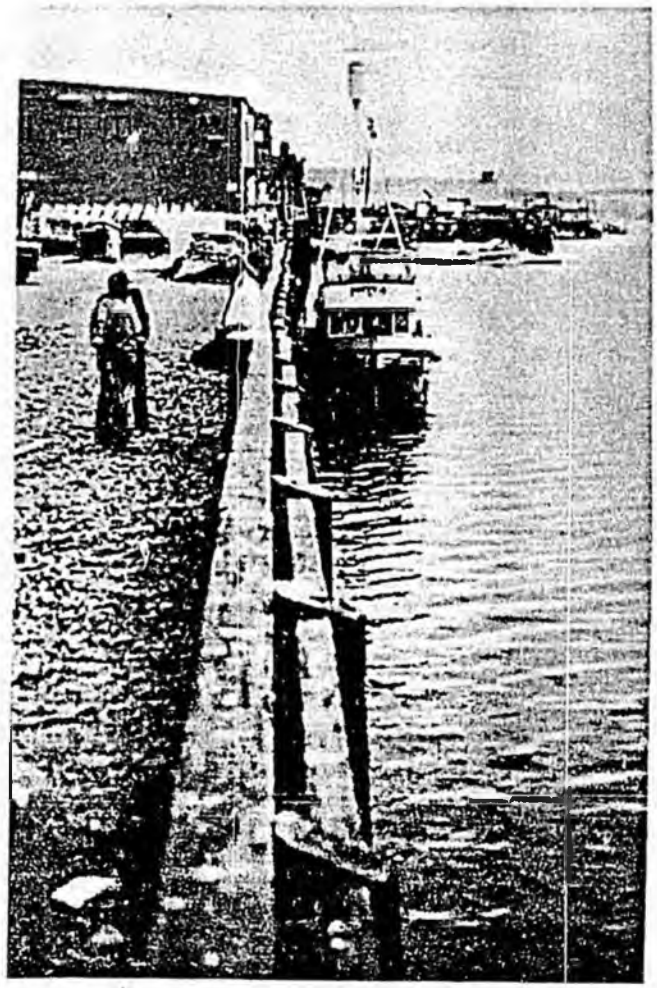
There is one marine supply house in Sitka which carries general purpose boat parts and products. Availability of materials needed by the Navy for ship repair and maintenance is lacking, however, the one dealer can provide general items by order from Seattle and has indicated a willingness to increase stock to meet Navy requirements.

There are no wholesale provisioners in Sitka which could replenish Navy ships. Food items are ordered by local retailers for stock. It is assumed that if the Navy generated a need for additional stocking of food, private enterprise would fill the gap.

IX. TRANSPORTATION

Travel to and from Sitka is by air and water as there are no roads connecting to other areas. Sitka Airport offers air connections via one major airline to points north and south and numerous commuter airlines provide service to other communities in the area. Waterborn transportation is provided to Sitka by the AlaskaMarine Highway System ferries.

The Sitka Airport is a modern facility with a 6,500' runway operating a LDA/DME instrument landing system.



From the appearance of the airport, the facility is well maintained. The FAA operates a Flight Service Station manned 24 hours per day, and general aviation aircraft maintenance and fueling is available.

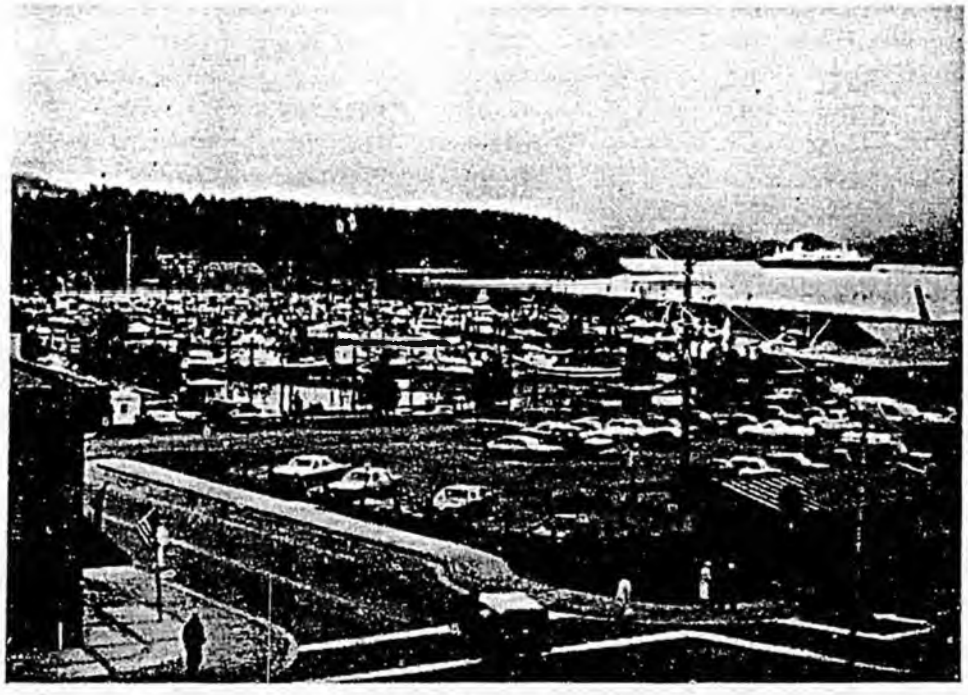
X. INDUSTRIAL SUPPORT

Industrial support for ship repair in Sitka is virtually non-existant. While a small (400 ton) dry dock and a barge railway (800 tons) are available for repair of smaller vessels, there are no facilities in Sitka that can handle large ships, nor is there any crane service available.

XI. UTILITIES

Utilities in Sitka are provided by the City either by in-house operation or, as in the case of trash removal, by a contractor.

Electricity is provided by two sources, the Blue Lake Hydroelectric Project and an intertie with Alaska Pulp Corporation. Total capacity of the two systems is 12,470/7,200 ACV. The residential rate for electrical service is $12 for the first 100 kwh and 6 cents for each additional kwh. Inasmuch as there are no large commercial electrical consumers connected to the system, the City has not developed a rate schedule for such service.



Potable water service is provided from three sources, the Blue Lake Reservoir, Cascade Creek and Indian River. The combined capacity of these sources is 3.1 million gpd. Residential service is provided at a flat rate of $7.50 per month. Once again, the lack of a large commercial user has resulted in the City not establishing a commercial rate schedule.

Sewer service is provided by the City at a residential cost of $16.80 per month. The current system utilizes a sludge pond and water separation system with a daily capacity of 5.3 mgpd. The sludge is burned in the city operated incinerator while liquids are pumped to a sewage outfall in Middle Channel in Sitka Sound. A large commercial customer rate structure has not been developed.

XII. PERSONNEL SUPPORT

Housing in the Sitka area appears to be a problem if Navy home basing takes place. Interviews with local realtors indicate a very tight rental market with a vacancy rate well below 1 percent. Although a very low vacancy rate would usually result in extremely high rents, the demand for housing in Sitka appears to be quite stable and results in level, non-inflationary rents. Typical rent for a one bedroom unit averages $450 per month, a two bedroom unit for $550 and three bedroom unit for $650. Sale prices on homes in Sitka range from $95,000 for a two bedroom unit to $140,000 for a four bedroom unit.

The Sitka School District operates a progressive school system in which standardized test scores consistantly place the district among the top ten statewide. Available capacity in the schools appears sufficient to handle an influx of students created by a Navy home basing action.

Higher education in Sitka is provided by two schools. Islands College, a branch of the University of Alaska Southeast, serves Sitka and surrounding communities via teleconference course offerings. Sheldon Jackson College, a four year private college, is the oldest educational institution in Alaska. The college offers baccalaureate degrees in aquatic resources, natural resources, elementary teacher education, business administration and liberal arts.

The health care needs of Sitka are provided for by the Sitka Community Hospital (a new 24 bed facility) and eight practicing physicians, including two surgeons, three internal medicine and three family practice physicians. In addition to the community physicians, the Coast Guard Flight Surgeon [illegible] practices at the Community Hospital. Specialist[illegible]t the community on a regular basis to expand ava[illegible]e services. The Mt. Edgecumbe Hospital, operated by the Southeast Regional Health Corporation, is also located in Sitka. Mt. Edgecumbe Hospital provides general medical, surgical and obstetrical services to local native Alaskans and the residents of the small viliages in the area. This hospi-

tal employs 9 physicians and 4 dentists. In addition to the usual medical services, Mt. Edgecumbe provides support programs in the areas of chemical dependency and mental health.

Sitka has an abundance of recreational facilities ranging from an indoor swimming pool, a gymnasium, softball leagues, pistol and rifle ranges, tennis courts, and hiking trails to camping facilities. The Parks and Recreation Department organizes almost any type activity desired and conducts an excellent program. Complementing the recreation program and sports facilities are the City-Borough parks system which strives to meet the needs of everyone.

Cultural and social activities are a real bright star in Sitka led by the annual Sitka Summer Music Festival which draws participants and audiences from around the world. On a lesser scale, events are scheduled year round involving theater groups, stage performances, and native dance groups. The community is represented by several service club organizations such as Lions, Rotary, Soroptomist International and others. The religious needs of the community are served by many major denominations.

The library system in Sitka is somewhat unique in that the City-Borough system is linked to the libraries of the local colleges and available to all members of the community. The combined resources amount to 129,000 volumes. In addition to volumes locally held, the system is also linked to the Alaska University library system via an on-line computer system and request by mail service.

Shopping in Sitka is limited in numbers of stores, however, the local retailers do a very credible job of satisfying customer needs. There are two major supermarket stores and a number of small food markets. The Coast Guard operates a small Exchange and a commissary facility at the Air Station, and there are several variety stores and three thrift stores in town. Stocking levels are quite good due to frequent barge service from Seattle.

XIII. COMMUNITY IMPACTS

Community impacts resulting from a Navy home basing effort would fall into two major areas; housing and traffic. As discussed earlier, the growth in housing would be mandated by the influx of Navy families which would in turn dictate expansion of the public infrastructure. Traffic patterns would be dictated by site selection, but with a limited road system the anticipated impact would probably be significant.

XIV. ENVIRONMENTAL ISSUES

Bald eagles, peregrine falcons and protected marine mammals inhabit many areas of Baranof Island. Wetlands exist throughout the area but could easily be avoided during the siting process. Sitka is rich in Indian and Russian history, however, due to a devastating fire, few historical structures remain today. There are numerous cultural and historical sites of significance. The City and Borough of Sitka has a Coastal Management Plan in the draft stage and awaiting State approval. There are several environmental documents in existence which were prepared for other projects in the area.

XV. COMMUNITY SUPPORT

The Sitka community seems to be generally receptive to the idea of a Navy presence, however, discussions with various community and business leaders did seem to indicate a wait and see attitude. The citizens of Sitka are pro growth, but not growth at any expense. They are proud of their community and dedicated to insuring that new ventures are done correctly.

City and Borough of Sitka

304 Lake Street, Room 104
Sitka, Alaska 99835

Unified Home Rule Municipality

Phone: (907) 747-3294

INCORPORATION DATE:	December 2, 1971
POPULATION:	8,160
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	4% plus 4% hotel tax
ASSEMBLY MEETS:	Second and fourth Tuesdays
MANAGER FORM OF GOV'T:	Yes

MAYOR: John E. Dapcevich 1989

ASSEMBLY MEMBERS	
John E. Dapcevich, P.O.	1989
Tom Pratt	1989
Alice Johnstone	1989
Dave Dapcevich	1988
Dick Griffin	1988
Robert Schell	1990
Peter Hallgren	1990

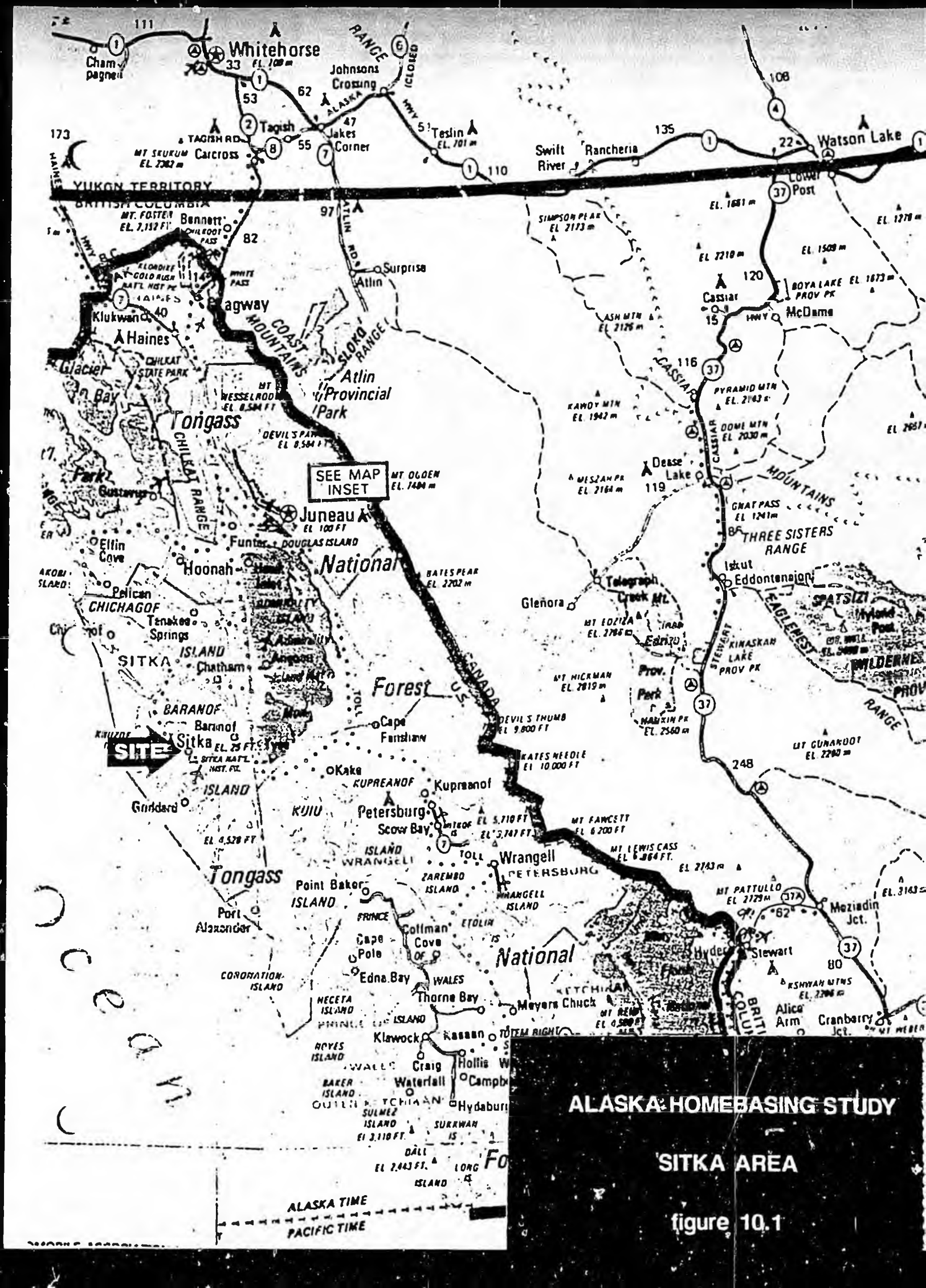
PLANNING COMMISSION	
Harold Stocker, Chair	1989
Susan Froetschel	1988
Bert K. Stedman	1990
J. Russell Ellis	1989
Larry Nelson	1990

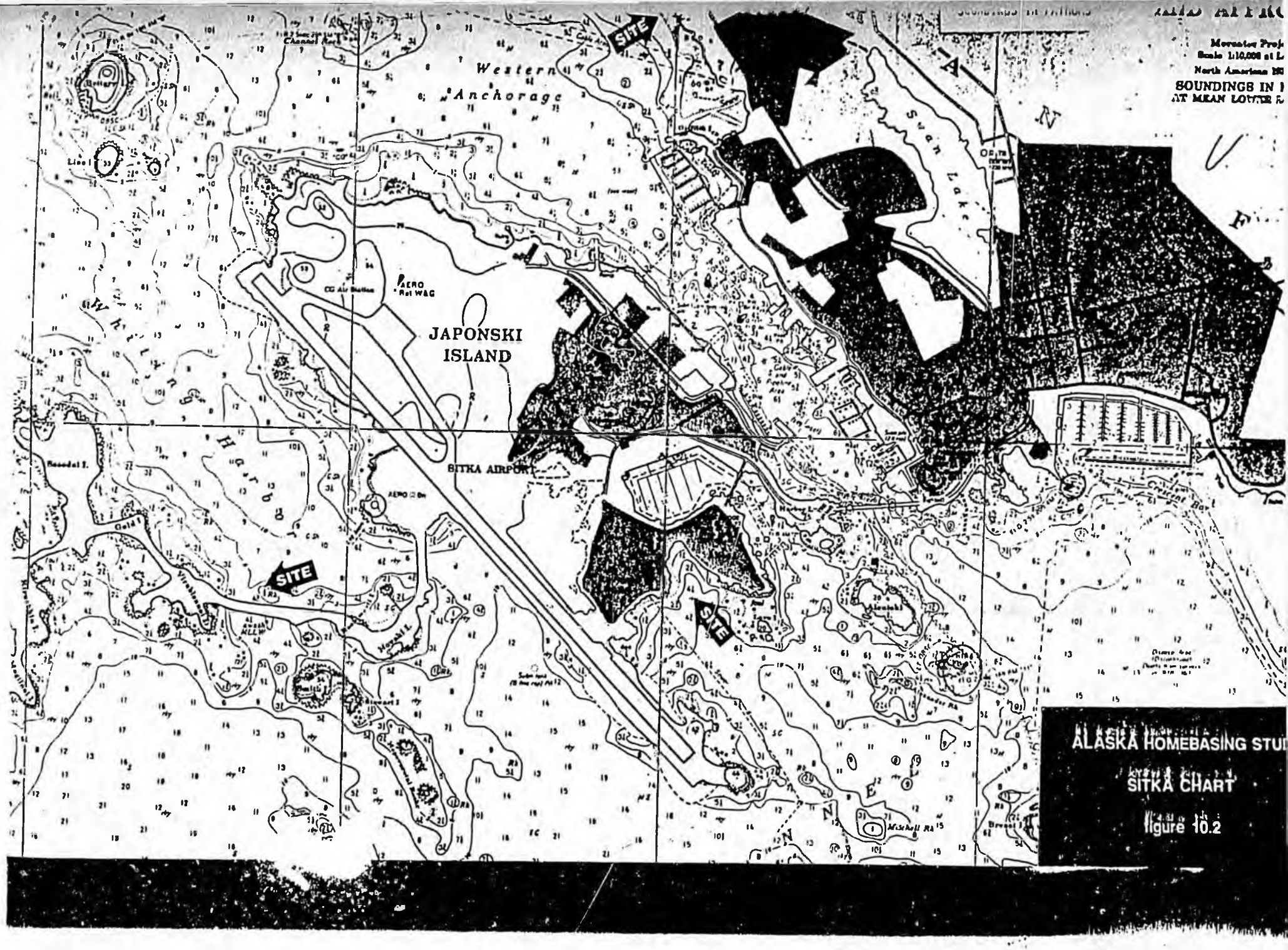
SCHOOL BOARD MEMBERS	
Michael Meier, Pres.	1988
Sandi Hicks	1988
Shirley McCoy	1989
Harold Stocker	1990
Dennis Vettese	1990

BOROUGH POWERS: Areawide: Health, Water, Education, Animal Control, Solid Waste, Sewer, Library, Planning & Zoning, Fire, Police, Taxation, Building Code Enforcement, Roads/Streets, Jail, Ambulance Service, Civil Defense, Parks

MUNICIPALLY OWNED UTILITIES: Electricity, Airport, Harbors, Hospital, Water, Port Development, Landfill, Wastewater Treatment, Sewer, Incinerator

ADMINISTRATOR.....Richard Anderson
AIRPORT MANAGER.....Mike Binkie
ASSESSOR.....Steve Reuter
ATTORNEY.....Theron J. Cole
BUILDING INSPECTOR.....Bob Goss
CIVIL DEFENSE DIRECTOR.....Gerry Helland
CLERK.....Dolores Ingwersen, CMC
COMPTROLLER.....Gary McCarty
ELECTRICAL SUPERINTENDENT.....Greg Grissom
ENGINEER.....Larry Harmon
FIRE CHIEF.....Gerry Helland
FINANCE DIRECTOR.....John McCracken
HARBORMASTER.....Richard Guhl
HEALTH OFFICER.....Edward Spencer, M.D.
HOSPITAL ADMINISTRATOR.....Ed Malewski
LIBRARIAN.....Nancy Gustavson
PLANNING DIRECTOR.....Mike Schmidt
POLICE CHIEF.....John Newell
PUBLIC WORKS DIRECTOR.....Jerry Simpson
SUPERINTENDENT OF SCHOOLS.....Art Woodhouse
WASTEWATER TREATMENT PLANT SUPERINTENDENT.....Don Albert
WATER FOREMAN.....Pat Welsh


Whitehorse
Champagne
Johnsons Crossing
Alaska Hwy
Teslin
Tagish
Jakes Corner
Carcross
Swift River
Rancheria
Watson Lake
Lower Post
YUKON TERRITORY
BRITISH COLUMBIA
Bennett
Surprise
Atlin
Atlin Provincial Park
Skagway
Klukwan
Haines
Glacier Bay
Tongass
Chilkat State Park
Chilkat Range
Coast Mountains
Sloko Range
SEE MAP INSET
Juneau
Douglas Island
Funter
Hoonah
Gustavus
Elfin Cove
Pelican
Chichagof
Tenakee Springs
Sitka Island
Chatham
Baranof
Sitka
SITE
Kake
Kupreanof
Petersburg
Scow Bay
Wrangell
Zarembo Island
Wrangell Island
Point Baker
Port Alexander
Prince of Wales Island
Coffman Cove
Cape Pole
Edna Bay
Thorne Bay
Meyers Chuck
Klawock
Craig
Hollis
Waterfall
Hydaburg
Kasaan
Coronation Island
Hecata Island
Baker Island
Sukkwan Is.
Dall Island
Long Island
Cape Fanshaw
Devils Thumb
Kates Needle
Mt. Fanciett
Mt. Lewis Cass
Mt. Pattullo
Mt. Gunakadot
Mt. Hickman
Mt. Edziza
Telegraph Creek
Glenora
Iskut
Eddontenajon
Dease Lake
Cassiar
McDame
Boya Lake Prov. Pk.
Kinaskan Lake Prov. Pk.
Stewart
Hyder
Meziadin Jct.
Alice Arm
Cranberry Jct.
Three Sisters Range
Eaglenest Wilderness Prov. Park
Spatsizi
Gnat Pass
Stewart Cassiar Hwy
Alaska Time
Pacific Time
ALASKA HOMEBASING STUDY
SITKA AREA
figure 10.1


SITE
Western
Anchorage
Swan Lake
JAPONSKI
ISLAND
SITKA AIRPORT
Harbor
SITE
SITE
ALASKA HOMEBASING STUD
SITKA CHART
Figure 10.2

VALDEZ

The City of Valdez is located on mainland Alaska 115 air miles and 304 highway miles from Anchorage. Ocean access to the port is via Prince William Sound to Valdez Arm, through the Valdez Narrows and into Port Valdez.

I. POPULATION

The City of Valdez has a stable population of 3,271, however, at the height of the pipeline construction, the city supported a population of approximately 9,000.

II. CLIMATOLOGY

The weather in Valdez ranges from mild summers to frozen winters. The mean July temperature is 55 degrees while the mean January temperature is 25 degrees. Precipitation averages 56.7 inches of rain and 292 inches of snow annually. Cloudy, overcast conditions prevail an average of 255 days per year while clear days average only 63 days per year. Heavy fog resulting in visibility of less than 1/4 mile occurs an average of 19 days per year. June 21, the longest day of the year, provides 19 hours and 21 minutes of daylight, while December 21, the shortest day, provides 5 hours and 28 minutes of daylight.

III. HARBOR CHARACTERISTICS

The Port of Valdez is located 90 miles from open ocean via Port Valdez, through Valdez Narrows into Prince William Sound and on to the Gulf of Alaska. There are no navigation hazards between the Gulf of Alaska and Valdez Narrows. Water depth to the narrows averages -600' Mean Low Low Water (MLLW) per NOAA soundings. At the north end of Valdez Narrows is Middle Rock, a pinnacle barely covered at extreme high tide, but marked with a light. Water depth through the narrows at the shallowest point is -120' MLLW. Water depth throughout Port Valdez Harbor averages -500' MLLW. Valdez Narrows is the narrowest point (0.5 miles) on this transit route. The entire route from Prince William Sound to the Port of Valdez is under vessel traffic control by the Coast Guard. Currents along the transit route are usually too variable and weak to predict. Currents along the north end of Valdez Harbor can be as much as 2 to 3 knots resulting from freshwater discharge from the Robe River. The entire area is ice free year round, however, icebergs calved into Prince Willaim Sound from Columbia Glacier could be a hazard. The diurnal tidal range in Port Valdez is 12'.

IV. PORT SERVICES

Tug boat service is available in Valdez from Puget Sound Tug and Barge, Inc. There are no lighterage nor passenger services available.

V. EXISTING WATERFRONT FACILITIES

Valdez has three pier facilities in addition to the Alaska Oil Pipeline Terminal. The first is a 700' by 100' floating concrete pier with 2 mooring dolphins making an overall berthing length of 1,200'. This facility is in excellent condition. Deck height of the floating pier is 15' above the waterline and depth of water alongside is -55' MLLW. The pier load limit is 300 PSF.

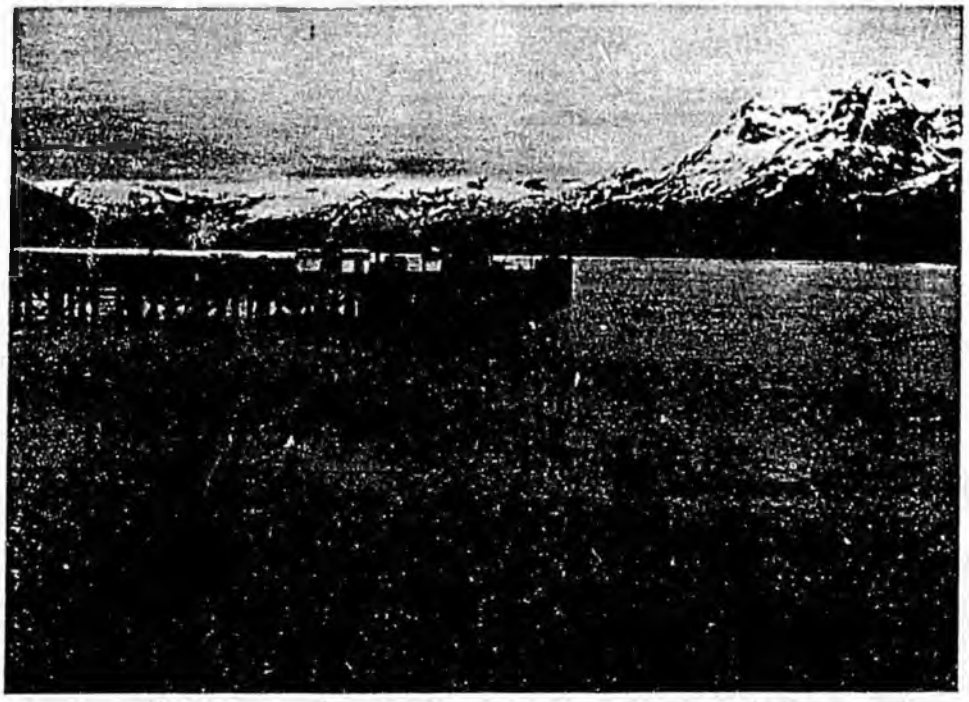
The second pier facility is the City Dock, a 600' by 60' wooden pier in average condition. The deck height is +16' MLLW and depth alongside is -40' MLLW. The load limit is unknown.

The third facility is owned by Valdez Dock Company and serves as a fuel pier. The pier is 200' by 40' with dolphins and is in good condition. The deck height is +26' MLLW and depth alongside is -35' MLLW. The load limit is unknown.

City officials have expressed a preference for shared use development of a Navy home base at the floating concrete pier with upland development in the area of Old Valdez.

VI. EXISTING ONSHORE FACILITIES

There are no existing onshore facilities currently available for use by the Navy in connection with a home basing effort. The Valdez Industrial Park, located in a glacier outwash valley at the end of Port Valdez, is not yet developed. The city proposed Navy home basing location is either in or adjacent to the industrial park.



VII. SEISMIC FACTORS

Southcentral Alaska is one of the most seismically active areas of the world, and Valdez is no exception. The City of Valdez is surrounded by several faults (Denali, Knik, Jack Bay, Whalen Bay, Chugach and St. Elian) which all have potential for causing severe earthquake damage. Several severe earthquakes have hit Valdez in the past 100 years, however, the 1964 Good Friday Earthquake was the most damaging. That seismic event (magnitude 9.2 on the Richter Scale), epicentered in Prince Willaim Sound 45 miles west of Valdez, was responsible for the complete devastation of the city of Valdez.

VIII. LOGISTIC SUPPORT

Logistic support in Valdez is quite good considering the size of the community. Frequent barge service from Seattle insures a steady supply of retail and commercial goods.

Petroleum, oils and lubricants (POL) are well stocked by Chevron USA, Inc. Diesel fuel supply averages 3.9 million gallons, aviation gas (80 and 100) at 600,000 gallons, jet A-50 stocked at 980,000 gallons and gasoline 730,000 gallons. Lubricants are stored in 55 gallon drums in quantities to meet demand. Alaska Pacific Refining, Inc. has plans to construct a refinery in Valdez with construction beginning in 1989.

There are no ship chandlers or marine hardware sources in Valdez. All parts for ship and boat repair must be brought in from Seattle or Anchorage

Provisioning of ships would most likely have to be done by Navy supply sources since there are no wholesalers in Valdez. Barge service from Seattle is reliable and would meet transportation needs.

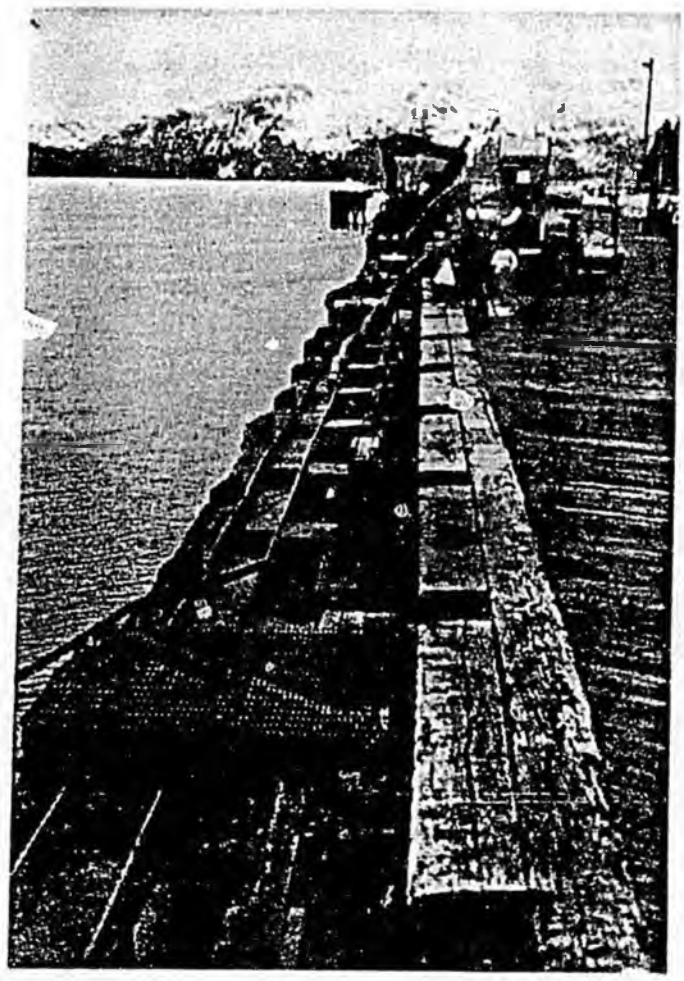
IX. TRANSPORTATION

Travel to and from Valdez can is by highway to Anchorage, air service or via the Alaska Marine Highway System ferry. Valdez is connected by road to Anchorage, some 304 miles distant.

Air service to Valdez is provided by one major airline and several smaller air services. The airport features a 6,500'asphalt runway with a Bendix microwave landing system. The air terminal is relatively new and sufficient to handle passenger volumes well into the future.

X. INDUSTRIAL SUPPORT

Currently there are no industrial support facilities capable of serving potential Navy needs. A small repair facility is operated by a private concern, who has indicated to city officials that the business will expand to meet any Navy needs.



XI. UTILITIES

Electrical service to Valdez is provided by the Copper Valley Electric Association, Inc. The Association relies on hydroelectric power and diesel generators with an option to connect to an intertie with Anchorage and Fairbanks. Current capacity of the system is 30 MW and could be expanded to 75 MW by utilizing the intertie. Electricity costs in Valdez for residential service is $7.50 per month plus 15.9 cents per kwh for the first 600 kwh plus 15.3 cents per kwh for each kwh over 600. Large commercial accounts are billed at 13.3 cents per kwh for the first 25,000 kwh plus 9.0 cents per kwh for each kwh over 25,000. There is also a $8.00 per kwh demand charge. The reliability factor for electric service in the area is very high.

Potable water service is provided by the City of Valdez from a river fed reservoir. Current capacity is 3 MGD while useage is only 0.6 MGD.

Sewer service is provided by the City of Valdez by means of a gravity flow and pump system. Sewage treatment capacity is 1.25 MGD through the treatment plant. Treated effluent is allowed to flow from the sewage ponds into a receiving stream and then into Valdez Harbor.

XII. PERSONNEL SUPPORT

Housing in Valdez would likely be a problem if ships were home based there. Being a smaller community with a stable population base, Valdez does not have an expanding housing market. Such a condition results in a low vacancy rate in the rental market, in this case about 5 percent. Although 5% seems high, this figure represents only 30 units. Typical rental rates in the area range from $600 plus per month for a two bedroom unit to $800 plus for a four bedroom home. Of the 600 residences in the community, 60 were for sale during June, 1988. Two bedroom homes range in price from $62,000 to $85,000 while three bedroom units were $80,000 and up. Four bedroom home prices begin at $105,000.

The school system consists of three schools, all located in central Valdez. Hutchens Elementary School serves grades K-6, while grades 7 and 8 attend Gilson Junior High School and grades 9 through 12 attend Valdez High School. It is noteworthy that Valdez High School was the first high school in Alaska to receive the U.S. Department of Education's "Excellence In Education Award". Given current enrollments and population trends, the existing facilities would be able to absorb all students associated with a Navy home basing effort without difficulty.

Prince William Community College (PWCC) provides post high school education to the Valdez community. The college, a member of the University of Alaska network, offers Associate degrees in Arts and Applied Sciences. Credit courses are offered in a variety of voca-

tional programs including welding, fisheries, hydraulics, mechanics, and business administration.

Medical care in the community is provided by the Valdez Community Hospital, a 15 bed acute care facility. Adjacent to the hospital is the Valdez Medical clinic staffed by three physicians. Valdez has one dentist in residence.

Valdez offers a great variety of outdoor recreation activities including fishing, hunting, hiking, camping, skiing, boating, softball, tennis, and court sports. Indoor recreation is provided by the City Parks and Recreation Department in cooperation with the school district. Swimming, basketball, racquetball and gym sports are all available to the community.

The Valdez Civic Center provides facilities for community entertainment and cultural events. Completed in 1982, the Civic Center offers a 500 seat theater with stage, ballroom, kitchen facilities and conference rooms. The Valdez Heritage Center serves as a museum and facility for traveling exhibits. The Valdez Consortium Library offers a collection of 32,000 volumes, visual and audio media, conducts many special programs such as preschoolers reading and storytelling, and is a member of the Alaska Interlibrary Borrow System. The religious needs of the community are served by several local churches of various denominations.

The shopping needs of the community are served by two large grocery stores, several smaller convenience stores, an auto parts distributor and several clothing, gift and specialty stores. Although small in numbers, the businesses of Valdez present a comprehensive line of products with good inventory and speedy re-supply by barge from Seattle.

XIII. COMMUNITY IMPACTS

Community impacts from a Navy home basing initiative would not be severe. Valdez stands ready to absorb newcomers into the community and make them feel at home. During the pipeline and terminal construction the city was home to 9,000 people. Basic infrastructure from that era is still in place and could be reactivated to serve a new influx of people.

XIV. ENVIRONMENTAL ISSUES

The Valdez area is home to Bald Eagles and marine mammals. No other known endangered species inhabit the area. The harbor has extensive wetland areas and tidal flats along the northeast edge of the bay, but it is unlikely that home basing would be desirable in that area. While there are several sites of historical and archaeological significance, there are no remaining historical structures. The City of Valdez has a Coastal Management Plan in place and numerous environmental documents have been prepared for other projects.

XV. COMMUNITY SUPPORT

The Valdez community appears very supportive of Navy home basing. Media coverage of the issue has been positive and there are no known groups in opposition.

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Valdez

P.O. Box 307
Valdez, Alaska 99686

Home Rule City

Phone: (907) 835-4313

INCORPORATION DATE:	June 11, 1901
POPULATION:	3,271
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	None
CITY COUNCIL MEETS:	First and third Mondays
MANAGER FORM OF GOV'T:	Yes

MAYOR: John Devens, Ph. D. 1988

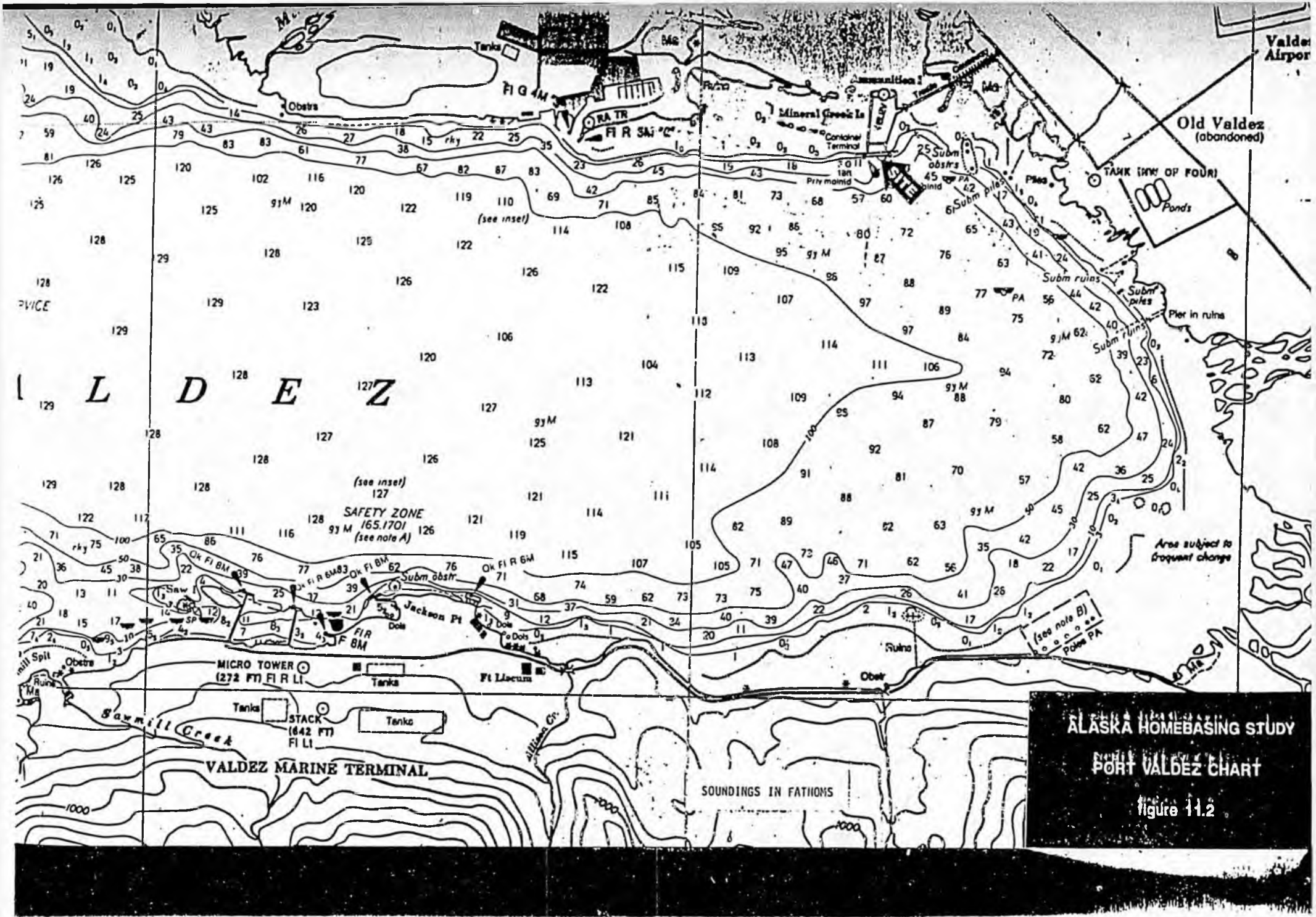
CITY COUNCIL MEMBERS		PLANNING/ZONING COMMISSION		SCHOOL BOARD	
John Devens	1989	Mary Jo Evans, Chair	1990	Don Wegner, Pres.	1988
Lynn Chrystal	1989	John Hilgendorf	1991	Dennis McAlpine	1989
George Maykowskyj	1988	Ken Edwards	1992	Janis Johnson	1990
Mark Cradduck	1989	Debbie Dahl-Amundsen	1990	Bernard Gerard	1988
Dennis Holtz	1988	Lyle VonBargen	1991	Sue Sontag	1990
Bob Larson	1989	Richard Rutledge	1992	Sara Irwin	1989
Sally McAdoo	1988	Betty Conley	1990		

MUNICIPALLY OWNED UTILITIES

Water, Port, Hospital, Airport, Civic Center, Refuse Collection, Foreign Trade Zone, Counseling Center

ADMINISTRATOR/MANAGER.....Doug Griffin
AIRPORT MANAGER.....Tom McAlister
ASSISTANT MANAGER.....Tom Gilson
ATTORNEY.....Hughes, Thorsness
CIVIL DEFENSE DIRECTOR.....Tom McAlister
CLERK.....Jeanne Donald
COMPTROLLER.....Lois Pearce
COUNSELING CENTER DIRECTOR.....Bob Donald
EMERGENCY SERVICES DIRECTOR.....Rayme Vinson
ENGINEER.....Marshall Jones
HEALTH OFFICER.....Bob Donald
HOSPITAL ADMINISTRATOR.....Joy Keating
LIBRARIAN.....Karen Weiland
PARKS & RECREATION DIRECTOR.....Steve Weber
PLANNING DIRECTOR.....Marshall Jones
PORT DIRECTOR.....Tom McAlister
PUBLIC UTILITY MANAGER.....Lee Schlitz
PUBLIC WORKS DIRECTOR.....Lee Schlitz
SUPERINTENDENT OF SCHOOLS.....Harry Rogers
TREASURER.....Tom Gilson
WATER/SEWER SUPERINTENDENT.....Lee Schlitz

ALASKA HOMEBASING STUDY
VALDEZ AREA
figure 11.1
PIPELINE ROAD OPEN BETWEEN JUNE 1ST & SEPT. 1ST
SEE MAP INSET
SEE MAP INSET
SITE
Fairbanks
Delta Jct.
Valdez
Cordova
Glennallen
Tok
Eureka
Minto
Manley Hot Springs
Tanana
Rampart
Livengood
Circle
Circle Hot Springs
Chatanika
Fox
College
Ester
Nenana
Anderson
Healy
McKinley Park
Cantwell
Talkeetna
Trapper Creek
Houston
Sutton
Palmer
Wasilla
Knik
Girdwood
Portage
Whittier
Soldotna
Kenai
Seward
Homer
Kodiak
Valdez
Chitina
Whitehead
Port Ashton
Tatitlek
Chenega
Blying
Sound
Wildlife Refuge
Nat. Ref.
Mountains
Hills
Range
Alaska
Yukon
Refuge
Southeast
Fairbanks
Matanuska-Susitna
Talkeetna
Mountains
White
Mtns.
Koyukuk
Ray
Kokrines
Tolsona
Nowitna
Telida
Lake Minchumina
Peters Creek
Skwentna
Big Delta
Richardson
Harding Lake State Rec. Area
Quartz Lake State Rec. Area
Yukon Command Training Center
Chena Hot Springs
Chena River State Rec. Area
Mt. Deborah
Mt. Hayes
Mt. Harper
Mt. Wrangell
Mt. Drum
Mt. Sanford
Mt. Blackburn
Mt. Marcus Baker
Eureka Summit
Tangle Lakes
Tangle River
Tanada Pass
Richardson
Glenn
Alaska
Denali Nat. Park
Denali Nat. Park & Preserve
Wrangell-St. Elias Nat. Park & Preserve
Kenai Nat. Wildlife Refuge
Kenai Peninsula
Kodiak Nat. Wildlife Refuge
Chugach Nat. Forest
Copper River Delta
Prince William Sound
Resurrection Bay
Kachemak Bay
Cook Inlet
Turnagain Arm
Knik Arm
Susitna River
Tanana River
Yukon River
Kuskokwim River
Chitina River
Copper River
Gulkana River
Delta River
Gerstle River
Nabesna River
Chisana River
Mud R.
Little Nat.
Nat.
Ref.
Mt. Harper
Mt. Hayes
Mt. Deborah
Mt. Wrangell
Mt. Drum
Mt. Sanford
Mt. Blackburn
Mt. Marcus Baker
Mt. Witherspoon
Mt. Deborah
Mt. Hayes
Mt. Harper
Mt. Wrangell
Mt. Drum
Mt. Sanford
Mt. Blackburn
Mt. Marcus Baker
Mt. Witherspoon



ALASKA HOMEBASING STUDY

PORT VALDEZ CHART

figure 11.2

WHITTIER

The City of Whittier is located at the head of Prince William Sound, 75 miles south of Anchorage. Travel to Whittier is by a combination of car-railroad or water.

I. POPULATION

The year round population of Whittier is approximately 300. During the summer months many people weekend or vacation from Anchorage since Whittier offers the closest small boat harbor.

II. CLIMATOLOGY

The climate of Whittier ranges from a typical summer Alaska coastal marine environment where temperatures range from 49 degrees to 63 degrees to harsh winters with temperatures in the lower 20's and snowfall accumulation averaging 22 feet. The winter of 1987-88 brought a total snowfall of 32 feet. The winds in Whittier average 10-15 mph, however, sustained winds of 40-60 mph are not uncommon. During such high winds, Passage Canal experiences wind generated waves of 4-6 feet. Visibility in Whittier is frequently obscured by either fog or snow. During summer months the area enjoys over 19 hours of daylight while winter brings short days averaging only 5 hours of daylight.

III. HARBOR CHARACTERISTICS

The Port of Whittier is located at the head of Passage Canal, about 145 miles from open ocean via Wells Passage, Knight Island Passage and into Montaque Strait. There are two other routes to open ocean, both about the same distance. There are no navigation obstructions between Whittier and the open ocean.

The average tidal range in Whittier is 12.1 feet. Extreme high tide is 18.7 feet while the extreme low measures -3.0 feet. Currents in Passage Canal average 1.0 knot with maximum currents at 5 knots. Passage Canal is free of ice year round.

IV. PORT SERVICES

Port facilities in Whittier are limited to tug service, however, other services can be arranged with advance planning.

V. EXISTING WATERFRONT FACILITIES

Existing waterfront facilities in Whittier consist of two piers. The first is the "Outside Dock" which is a 200 foot by 40 foot concrete pier with berthing on one side only. The pier is in good condition. Deck height is 30 feet and depth alongside is -30 feet Mean Low Low Water (MLLW). The second is the Alaska Railroad/U.S. Army Corps of Engineers pier, a 1,300 foot by 50 foot concrete structure in good condition. Deck height on this pier is 30 feet and depth alongside ranges from -30 feet to -60 feet MLLW. The Alaska Railroad pier is currently in use and unavailable for Navy home basing.

VI. EXISTING ONSHORE FACILITIES

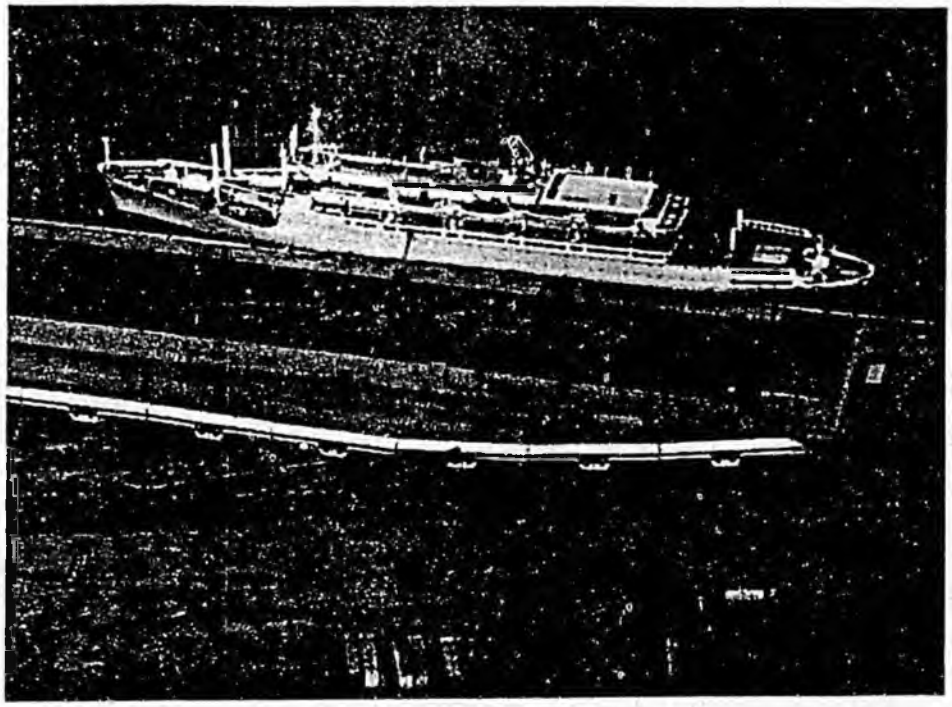
Existing onshore facilities are limited to small administrative spaces in Begich Towers (the town residential facility) and the Anchor Annex. The largest unoccupied asset in Whittier is the Buckner Building, a huge facility constructed to serve the Army during World War II. This building is massive, with berthing, messing, medical and recreational facilities all under one roof. Unfortunately, the structure has remained unoccupied for many years and is in extremely poor condition. The building has suffered from natural deterioration and vandalism, and in some cases, has a great deal of water standing on several of its floors. Rehabilitation of the Buckner Building would be a massive and expensive undertaking.

In addition to the area described above, a local landowner has offered a 165 acre site for sale to the Navy. The parcel is located immediately adjacent to the Whit-

tier end of the tunnel and borders the waterfront but is bisected by the railroad tracks.

VII. SEISMIC FACTORS

Whittier is bordered on the west by the Border Range Fault and on the east by the Port Wells Fault. The latter crosses Passage Canal in the area of Shotgun Cove.



Whittier was hard struck during the 1964 Alaska Earthquake; most waterfront facilities were destroyed by three massive sea waves, the largest measuring in excess of 40 feet. Violent ground motion resulted in the area subsiding over 8 feet.

The three waves hitting Whittier during the 1964 earthquake were generated by submarine landslides within Passage Canal. Because the submarine slopes were not significantly decreased by the 1964 quake, more slides and corresponding destructive waves may be expected following another earthquake of comparable magnitude. The Alaska Tsunami Warning Center has rated the hazard to Whittier from waves generated at some distance as low, however, waves generated within Passage Canal have a capacity for wave ride-up to 100 feet in height.

VIII. LOGISTIC SUPPORT

Logistic support in Whittier is limited except for fuel. The Army maintains large storage quantities of diesel oil (1,092,000 gallons), JP5 jet fuel (24,000,000 gallons) and gasoline (1,050,000 gallons). Aviation gasoline is not available in Whittier. Lube oil products are available from commercial sources in limited quantities.

There are no ship chandlers in Whittier, however, parts could be made available from Anchorage via the Alaska Railroad.

Ship provisioning in Whittier would by necessity be done via the railroad from Anchorage. Local stocks of food items and dry goods are very limited. Most residents of Whittier do their major shopping in the Anchorage markets.

IX. TRANSPORTATION

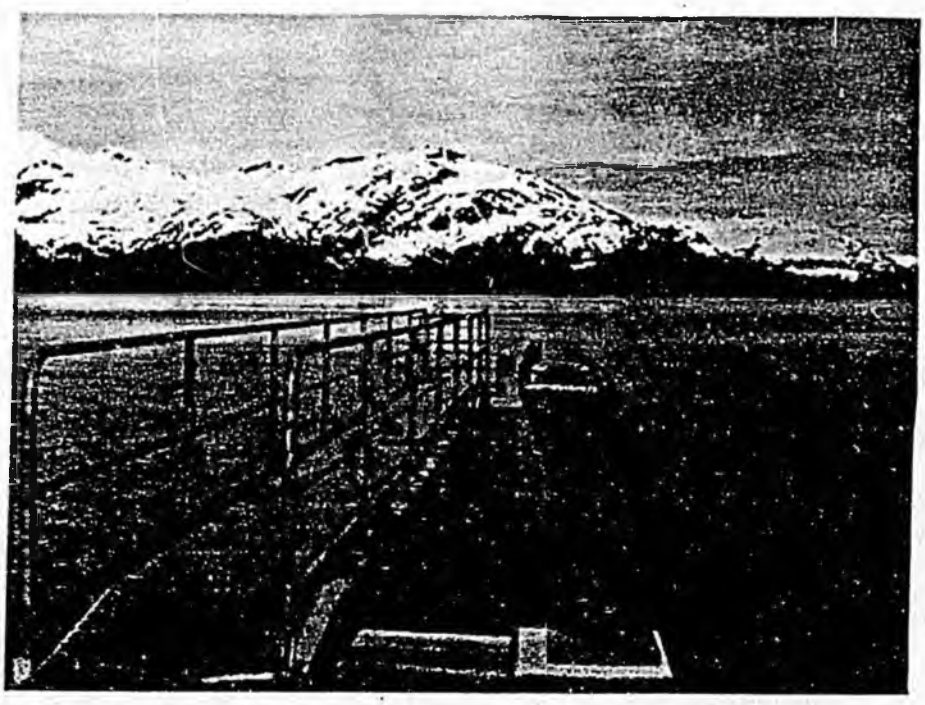
Transportation to and from Whittier is via a combination of car and train, or water. There are no connecting roads to Whittier, however, the city has hopes of a road tunnel being constructed from Portage to Whittier oneday. If such a tunnel were constructed, Whittier to Anchorage would be about a 55 mile drive.

The Alaska Marine Highway System provides ferry service to Valdez and Cordova on a limited schedule. The Whittier Airport consists of a 1,200 foot dirt strip maintained only during the summer. Weather factors make flying into Whittier a dangerous affair. There are no facilities at the airstrip.

X. INDUSTRIAL SUPPORT

There currently is no industrial support in Whittier.

XI. UTILITIES



Electrical energy is supplied to the Whittier area by the Chugach Electric Association via overhead and underground transmission lines originating at the Portage substation. Current capacity available to Whittier is 2,000 KW, the current load is approximately 1,000 KW. There is no back-up to the primary distribution line to Whittier. Residential electrical service in Whittier is billed at $12.50 per month plus 6.9 cents per KWh. Large usage customers are billed at $31 per month plus 3.5 cents per KWh with a demand charge of $8.29 per KW. It is expected that a very large use customer will establish energy rates by negotiation with the utility.

Chugach Electric Association is on record as indicating that power requirements resulting from Navy home basing most likely cannot be met without substantial upgrade of the system starting at the Portage substation, including new transformers and enlargement of the transmission line from the substation to Whittier.

Potable water and sewer systems are operated by the City of Whittier. Water is provided from three wells and distributed by a system constructed by the Army during World War II. The current rate for residential water service is $8.89 per month. Commercial service is provided at a cost of $2.18 per 1,000 gallons. The sewer system offers primary treatment only at a flat rate of $8.00 per month for residential service and an assessed amount based on discharge for commercial service. In the case of both water and sewer, Mayor Georgia Buck indicates that new systems would be required to serve Navy home basing.

XII. PERSONNEL SUPPORT

Permanent housing in Whittier is available only in the Begach Towers Condominium building. The vacancy rate in the facility is 50%, but that is somewhat seasonal based on vacationers. Rental rates range from $300 for a two bedroom unit to $450 for a three bedroom unit. There are no four bedroom units currently available. Sale prices on two bedroom units average $24,000 and three bedroom units sell for $30,000. There are 30 commercial rooms for rent in Whittier, some with kitchenettes.

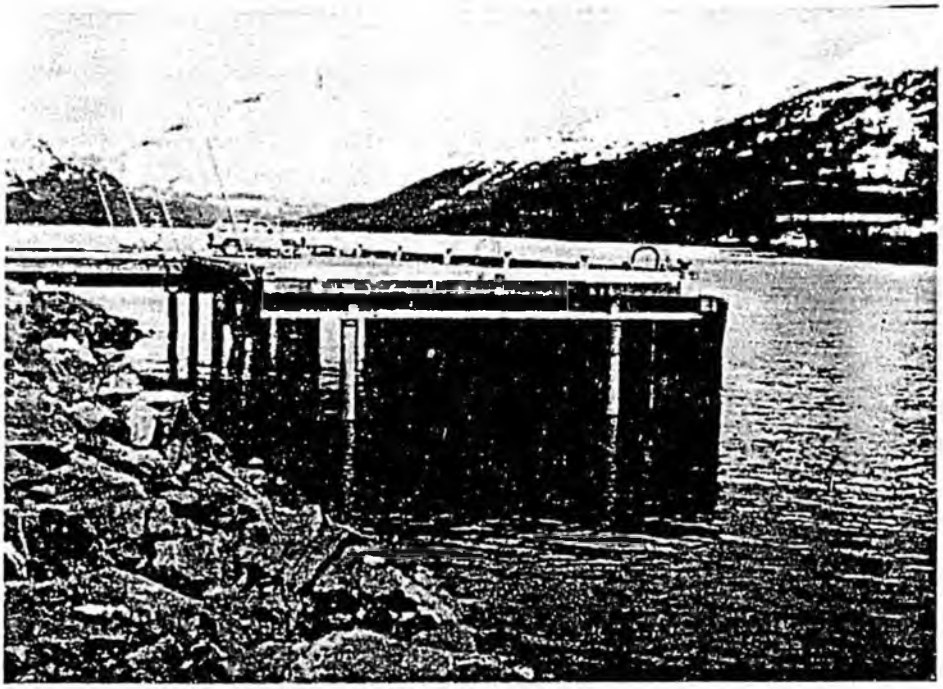
The Whittier School offers K-12 public education for a maximum of 100 students. Prince William Sound Community College offers extension classes in Whittier based on demand.

Medical care in Whittier is provided through a community sponsored clinic staffed by a Physician's Assistant under the supervision of an Anchorage physician. The nearest hospital is located in Anchorage. Emergency medical attention is provided by a community EMT service with medical evacuation to Anchorage by helicopter or an ambulance capable of running on railroad tracks to Portage, then highway to the hospital.

Recreation in Whittier is limited to the school gymnasium with volleyball, basketball, rollerskating and weight training. Fishing is a popular pastime as is hiking.

Whittier does not enjoy the services of social or service clubs at this time. There are no churches, but occasionally a transient minister will hold religious services.

Shopping in Whittier is limited to four small general stores. Most residents travel to Anchorage to satisfy their needs.



XIII. COMMUNITY IMPACTS

The impact of Navy home basing in Whittier is probably unmeasurable. Assuming the home basing of two smaller ships with crews and dependents, the population of Whittier would grow approximately 300%. The impact on city services, recreation, educational facilities, housing and society of such growth would most likely be overwhelming.

XIV. ENVIRONMENTAL ISSUES

With the exception of marine mammals, there are no known endangered or protected species in the area. There are tidal flats and estuaries in the vicinity which require protection. At the west end of Passage Canal there was an Eskimo village that was probably destroyed during the development of Whittier which may be of archaeological interest. The City considers the current townsite of historic interest based on its construction during World War II as a transshipment site for war materials.

Local officials expressed concern for encroachment on big game habitat, potential pollution of marine habitat, air quality and construction over the Whittier watershed and aquifer.

A Coastal Management Plan for the Whittier area is being developed at this time. Various environmental studies have been prepared for projects in the area and are available if needed.

XV. COMMUNITY SUPPORT

Support for Navy home basing in Whittier could not be stronger. City officials and residents view home basing as the key to building of the road tunnel to Portage. Such a tunnel would be an economic boon to the area and provide many advantages to the residents. Beyond the economics of home basing, the residents of Whittier seem to be very pro-military and supportive of the Navy.

Whittier

P.O. Box 608
Whittier, Alaska 99693

Second Class City

Phone: (907) 472-2327

INCORPORATION DATE:	July 15, 1969
POPULATION:	333
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	3%
CITY COUNCIL MEETS:	First Tuesday and third Thursday
MANAGER FORM OF GOV'T:	Yes

MAYOR: Georgia L. Buck 1990

CITY COUNCIL MEMBERS

Peer A. Buck	1990
Jackie Summerhays	1989
Doris "Virginia" Bender	1989
Lawrence S. Tyree	1988
Lyndale Hill	1988
T. Kent Barker	1990

PLANNING/ZONING COMMISSION

Amanda L. Hale, Chair	1989
Lawrence Morin	1990
Duane Dvorak	1989
Penny Mendenhall	1988
Vacant	

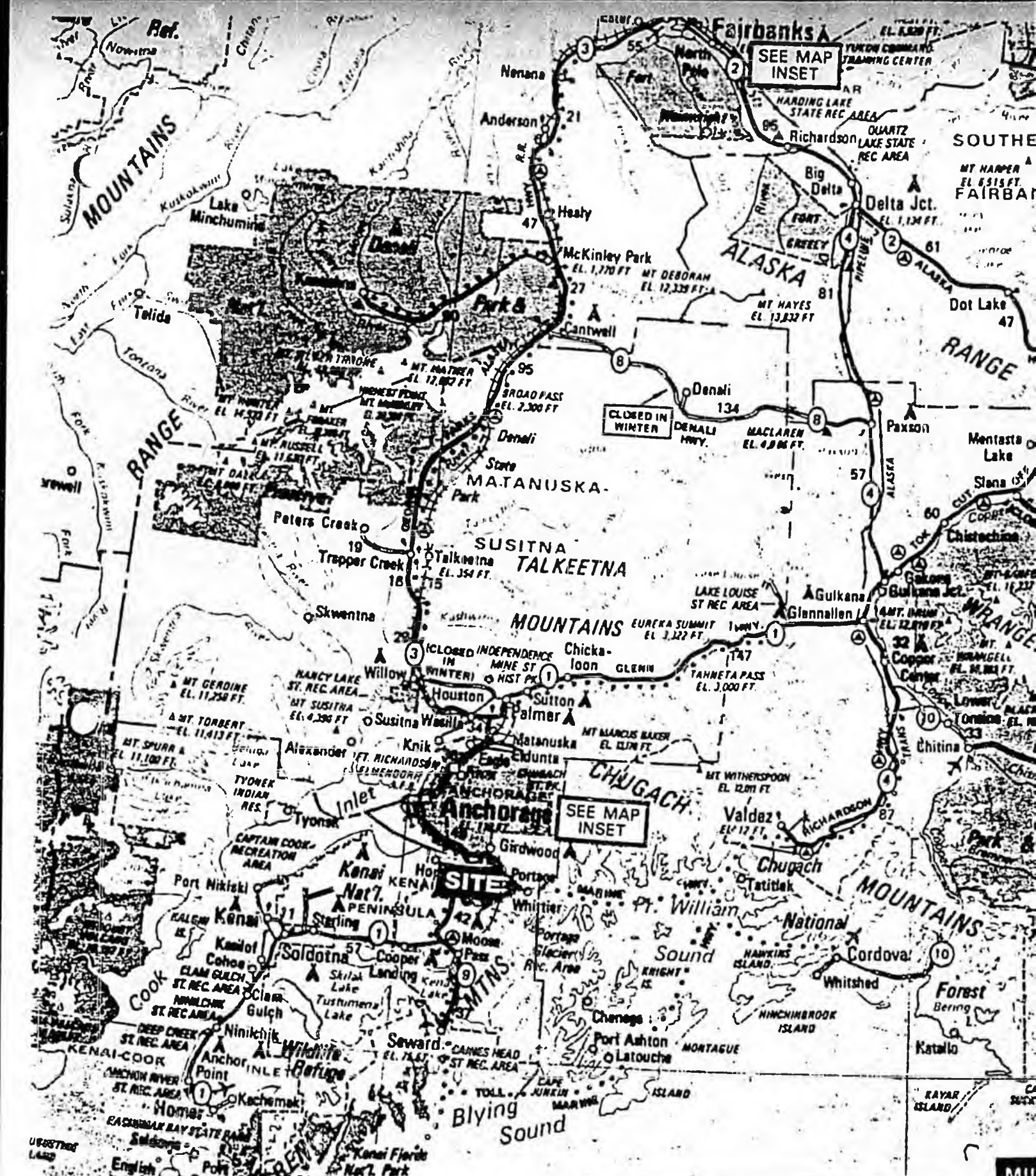
SCHOOL BOARD

Apryle Wooten, P.O.
Carolyn Kompkoff
Robert Wardlow
Darcy Parks

MUNICIPALLY OWNED UTILITIES

Water, Refuse Collection
Clinic, Small Boat Harbor,
Sewer

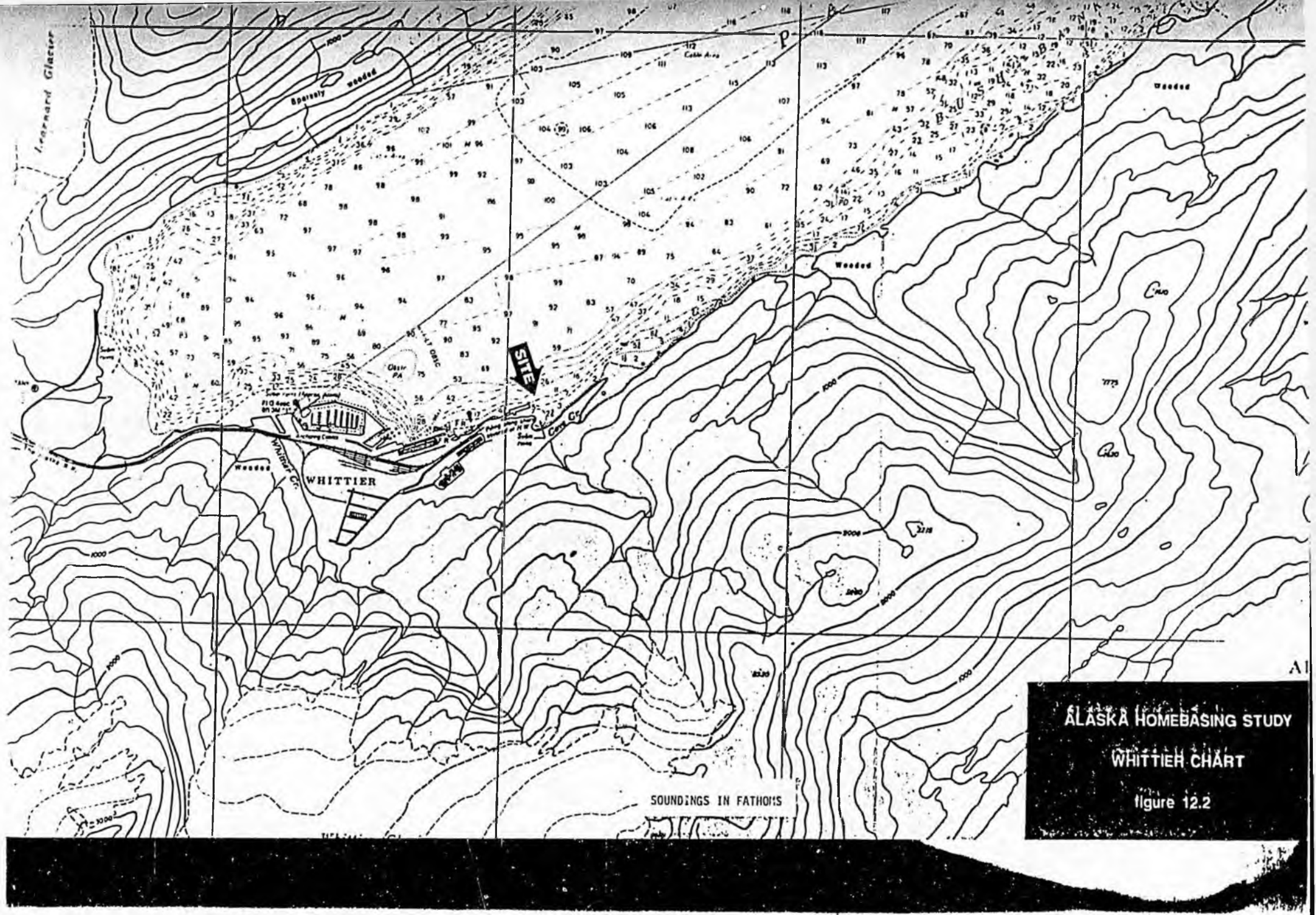
ASSESSOR	By Contract
ATTORNEY	Wohlforth, Flint, & Gruening
CLERK	Duane Dvorak
CLINIC ADMINISTRATOR	Myra L. Jones, PAC
FINANCE DIRECTOR	Cecil A. DePedro
FIRE CHIEF	Charlton Griffin
HARBORMASTER	Penny L. Mendenhall
LIBRARIAN	Sandra J. Muise
MANAGER	John E. Wise
PUBLIC SAFETY DIRECTOR	Kim L. Moeller
PUBLIC WORKS DIRECTOR	John LaBowe



ALASKA HOMEBASING STUDY

WHITTIER AREA

figure 12.1



ALASKA HOMEBASING STUDY

WHITTIER CHART

figure 12.2

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NEWS RELEASE

FOR INFORMATION CONTACT: GINGER JOHNSON, INFORMATION OFFICER (907) 465-3900

FOR IMMEDIATE RELEASE

NAVY PICKS SEWARD, KODIAK FOR POSSIBLE HOMEPORTING

February 6, 1989

#89-509

JUNEAU--Kodiak and Seward have been picked by the U.S. Navy as the sites with the most potential in terms of operational feasibility for possible basing of vessels in Alaska.

This news was communicated to Commissioner Mark Hickey in a letter just received from Assistant Secretary of the Navy Everett Pyatt. The Navy's Homebasing Report was also transmitted to the state at the same time.

Pyatt's letter stated the Navy's conclusion is based on the potential of basing two frigates in Alaska. Pyatt indicated that "frigates have a compliment of approximately 200 personnel each, and depending on the shore facilities, could require an additional 120 military support personnel ashore."

Pyatt's response elaborated on previous correspondence that "due to the construction budget climate in Washington, the entire capital cost of a new homeport facility in Alaska would be an Alaskan investment."

MORE

The Navy also suggested the next step is to begin joint work to prepare an Environmental Impact Statement (EIS) to examine the environmental impacts associated with the proposed action.

Commissioner Hickey expressed pleasure at receiving this information stating, "The Navy's identification of their community short list and conclusion of the Homebasing Report signifies the accomplishment of an important milestone in our ongoing discussion to base Navy vessels in Alaska. However, it's important to underscore that there remains considerable work to be done before any final decisions can be made."

Hickey also explained that while his staff has not yet had an opportunity to assess fully the Navy's material, it's clear from a preliminary review that the state will need more specific information to understand the Navy's decisions and expectations for state assistance.

Hickey agreed that preparation of an EIS will probably be needed as one of the next steps, but believes the state may first need to have a better understanding of whether acceptable terms can be achieved, particularly in the area of state financial assistance.

MORE

"The state needs a clear picture of the Navy's plans and their expectations for required state assistance," Hickey stated, "then we can meet our own planning responsibilities and present a comprehensive picture to the Governor and Legislature for their consideration."

Hickey further stated, "The state has consistently expressed a strong interest to make Navy homeporting in Alaska a reality, assuming the state achieves a reasonable economic return from the use of public funds or other resources. Given the Navy's desire to have the state pay all capital costs for needed infrastructure, we must ensure that arrangements can be structured to produce the desired economic results. In all probability, this will require a combination of consideration for employment benefits, financial guarantees underwriting the state's investment, and lease payments or some other form of direct, long-term payback."

The Department of Transportation and Public Facilities will provide more specific details about future work efforts following completion of their review of the Navy's report and consultation with the Governor's Homeport Mini-Cabinet, interested Legislators, affected community officials, and the Navy.

The Navy picked Kodiak and Seward from a list of cities that also included Anchorage, Cordova, Homer, Juneau, Kenai/Nikiski, Ketchikan, Sitka, Valdez and Whittier.###

(Stevens Navy

RECEIVED -- 2 1 1988

SEWARD ROTARY
P.O. BOX 1785
SEWARD, ALASKA

INTRODUCED BY: BRAD SNOWDEN

A RESOLUTION OF THE SEWARD ROTARY CLUB, SEWARD, ALASKA, ENDORSING THE STATE SENATE PROPOSAL TO HOMEPORT U.S. NAVY VESSELS IN THE STATE OF ALASKA

WHEREAS, the Alaska State Senate is developing a proposal for the homeporting of U. S. Navy vessels in Alaska; and

WHEREAS, Alaska coastal communities and the State of Alaska will benefit economically from the homeporting of Navy vessels here; and

WHEREAS, an influx of federal dollars through Navy payroll and provisioning will have a stabilizing effect on the state's economy; and

WHEREAS, Alaskan waters will provide a strategic location for the U.S. Navy;

WHEREAS, the membership of the Seward Rotary Club represents a cross section of the Seward Business Community; and

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERSHIP OF THE ROTARY CLUB OF SEWARD, ALASKA, that:

Section 1. The Seward Rotary Club endorse the Alaska State Senate's proposal to homeport U.S. Navy vessels in the State of Alaska.

Section 2. The Seward Rotary Club urges our congressional delegation to work with the State of Alaska and the appropriate federal agencies to homeport an element of the U.S. Navy in the State of Alaska.

Section 3. Copies of this resolution shall be forwarded to the Honorable Senators Stevens and Murkowski; the Honorable Representative Young; the Honorable State Senators, Faiks, Kerttula, Halford and Szymanski; the Honorable State Representative Cato; and the Honorable Governor Cowper.

Section 4. This resolution shall take effect immediately upon its adoption.

PASSED AND APPROVED BY THE MEMBERSHIP OF THE ROTARY CLUB OF SEWARD, ALASKA, this 26th day of February, 1988.

SEWARD ROTARY CLUB, SEWARD, ALASKA

EVERETT P. DIENER, PRESIDENT

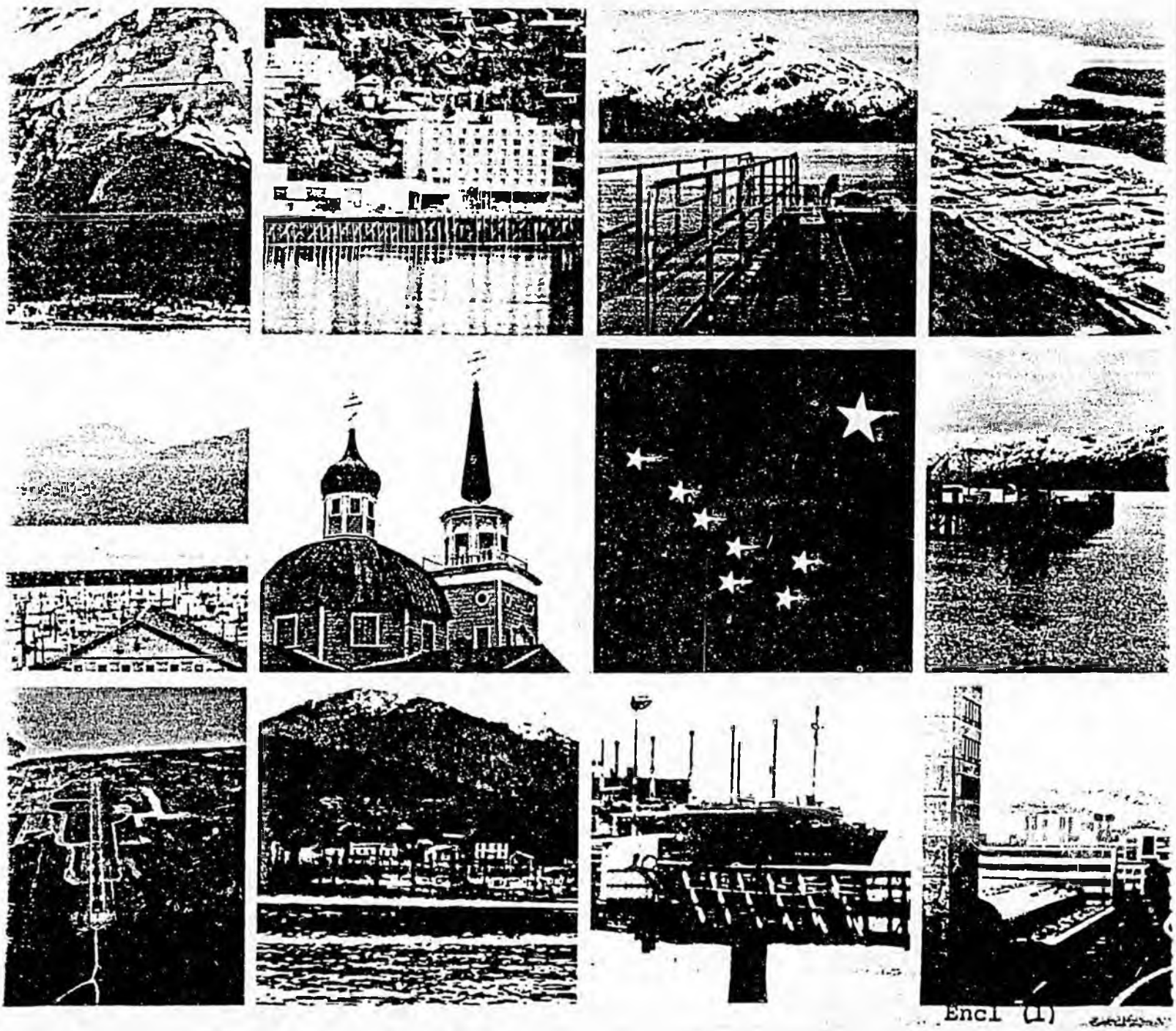
Pacific Northwest Branch Office
Western Division
Naval Facilities Engineering Command

P.O. Box 2366
Silverdale, Washington
98383-2366

date ?

The entire report is available from committee staff.

ALASKA HOMEBASING REPORT



Encl (1)

EXECUTIVE SUMMARY

In response to tasking by the Commander In Chief U.S. Pacific Fleet, the Pacific Northwest Branch Office, Western Division, Naval Facilities Engineering Command undertook a study of community facilities in 11 locations in the state of Alaska as potential home basing sites for Naval surface units or aircraft.

The assigned task was to inventory community facilities such as waterfront structures, upland assets which could potentially be used for home basing, utilities, housing and personnel support items such as schools, libraries, shopping and recreational facilities.

The methodology employed to gather data for the study involved literature search, on-site visits and interviews with local officials, businesspersons and residents. Without exception, each community formed a task force to prepare information for the team visit. The data presented to the team was well organized, thorough and of immense help in preparing this document.

The report that follows addresses each community individually, following the format used to gather the data. In each case every attempt was made to deal with the subject matter in a similar fashion. Differences in the volume of data presented has no significance other than to reflect the quantity of assets to report upon. The exception to this approach was Kenai. At the direction of Commander In Chief U.S. Pacific Fleet, Kenai, although not a port city, was included as a potential home base for Navy aircraft. While visiting Kenai, the team also included the Port of Nikiski which is 12 miles north of Kenai. The data gathered on waterfront facilities in Nikiski is included in the section on Kenai.

In accordance with the tasking, this study does not attempt to draw conclusions concerning the suitability of any location to serve as a home base for Navy ships or aircraft, nor does it make any recommendation on home basing. As with any informational study, the data contained in this report is presented only to assist others in the decision making process.

KODIAK

The City of Kodiak is located on Kodiak Island. The Kodiak Island group lies in the Gulf of Alaska south of Cook Inlet and the Kenai Peninsula, 460 air miles southwest of Anchorage.

I. POPULATION

The City of Kodiak has an estimated population of 6,681 and the Kodiak Island Borough has a population outside the city limits estimated at 7,527. Total Borough population, therefore, is placed at 14,208.

II. CLIMATOLOGY

The climate of Kodiak Island is typically mild, both summer and winter. The average daily temperature in July is 54 degrees while the average daily temperature in January is 30 degrees. Annual precipitation on Kodiak averages 54 inches of rain and 74 inches of snow. May and October are the wettest months with an average rainfall of 6 inches. Average windspeed on the island is 20 mph, however, Kodiak is subjected to much greater winds generated by storms both in the Bering Sea and the Gulf of Alaska.

III. HARBOR CHARACTERISTICS

From pier facilities in downtown Kodiak it is approximately 11 miles to open ocean through St. Paul Harbor and Chiniak Bay. The channel through the harbor is restricted to 400 feet in width by numerous submerged and exposed rocky pinnacles and minimum depth is -35 feet Mean Low Low Water (MLLW). Once into Chiniak Bay the minimum depth encountered is -60 feet MLLW and the width is 10 miles.

From the Coast Guard Station on Nyman Peninsula the channel is only 400 feet wide, but well marked. Average depth through the channel is -30 feet MLLW. Immediate grounding would result if a ship left the channel. Once through the channel the depth becomes much greater and the width is much wider.

Currents throughout the harbor area averages 2 to 3 knots. The approach to Kodiak harbor areas is over rock and reef formations which present a potential hazard to larger vessels. The potential for grounding forces larger vessels to occasionally wait offshore or bypass Kodiak during bad weather. The Port of Kodiak is free of ice year round, however, Woman's Bay in the area of the Coast Guard Station experiences surface ice several inches thick during winter months.

IV. PORT SERVICES

Tug boat service is available in Kodiak from a commercial firm. Several small lighters operate in the area servicing commercial and fishing vessels. The Coast Guard does not operate tugs or lighters as services are available pierside.

V. EXISTING WATERFRONT FACILITIES

The Port of Kodiak has extensive waterfront facilities serving the fishing fleet, however, there are no facilities in the City Pier (Pier 2) area which could be made available to the Navy. Pier 3, which serves as the cargo container operations pier, has the potential to serve Navy ships but is in full time use by SeaLand Corporation. For informational purposes, Pier 2 is a 360 foot by 64 foot wooden pier in average condition.A concrete pier addition is in the design stage and once completed could support Navy vessels. Local officials have indicated that if and when the addition is completed, it may possibly be available for Navy use. Including dolphins, the overall length of this pier is 930 feet. The container pier, pier 3, is a 490 foot by 64 foot concrete pier in good condition. Dolphins have been added to make an overall length of 880 feet.

The Coast Guard Support Facility is located on the site of the former NAS Kodiak. Waterfront facilities include two piers. The original berthing pier is a 640 foot by 60 foot concrete pier in average condition. An addition to the berthing pier was constructed in 1985, adding a new section measuring 406 feet by 42 feet. Water depth alongside the berthing pier is -32 MLLW and deck height is 20 feet. The Fuel Pier is a 590 foot by 45 foot wooden structure in poor condition. During the 1964 Alaska Earthquake the pier sank 8 feet. Following the earthquake, 8 feet of piling was added to the existing piles to return the pier to its original height. The station has proposed a project to upgrade the fuel pier to current standards. Water depth alongside the pier is -35 feet MLLW and deck height is 17.5 feet. Maintenance dredging is not required at either pier. In addition to these two piers there is a marginal wharf which is in extremely poor condition and unusable.

VI. EXISTING ONSHORE FACILITIES

Since all onshore facilities in the Port of Kodiak are in use, there are no facilities which could be made available to the Navy for home basing.

In 1972 the Navy turned NAS Kodiak over to the Coast Guard. Since that time, Coast Guard Support Facility Kodiak has operated 3 to 4 ships and several fixed-wing and helicopter aircraft from the facility. Most of the original buildings are still in use with many being upgraded. New construction on the station has added several structures including an administration building and medical facility. Most utilities have been upgraded and expanded by the Coast Guard. There is still buildable land upon which Navy facilities could be constructed. The Commanding Officer indicated that a joint Coast Guard-Navy use of the facility could be possible.

In addition to the Coast Guard Station, City and Borough officials proposed the construction of a Navy home basing facility on Gull Island, a 13 acre island located in Kodiak Harbor. The island could be linked to Near Island by a causeway, which would in turn provide road access to the city. The island would require leveling and the installation of all utilities to be of any use. Indications are that initial dredging would be extensive.

VII. SEISMIC FACTORS

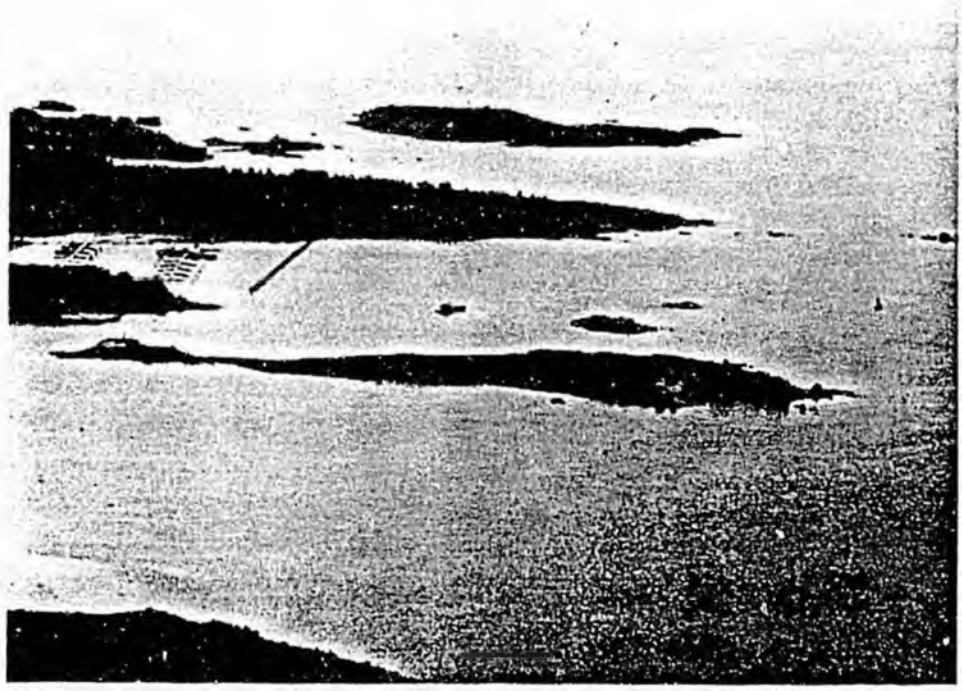
Kodiak Island, a seismic zone 4 area, is located 190 miles from the nearest earthquake fault. As with most of coastal Alaska, Kodiak is vulnerable to both shock and sea wave damage. During the 1964 Alaska Earthquake Kodiak experienced a 5.6 foot tectonic subsidence and a train of ten seismic sea waves (the highest was 25 feet tall) which inundated the low lying areas of town. Destruction in the waterfront section of town was nearly total.

The Coast Guard Station, in addition to being within seismic zone 4, also lies in the 100 year flood plain and within the danger zone for potential tsunami wave action.

VIII. LOGISTIC SUPPORT

Logistic support in Kodiak is much the same as other island locations served by barges and container ships.

Petroleum, oils and lubricants (POL) arrive in Kodiak by barge. There are two commercial suppliers serving the island with both delivery and pierside service. Depth alongside the fuel piers range from -28 feet to -35 feet. The stocks of POL are 240,000 gallons of No. 1 diesel, 2,066,000 gallons of No. 2 diesel, unlimited lubricants both in bulk and 55 gallon drums and smaller quantities of both aviation gas and jet fuel. The Coast Guard operates a smaller fuel farm on the base.



There are a number of ship chandlers located in Kodiak serving the needs of the fishing fleet. None currently have the capacity to satisfy Navy requirements. Importation of large or speciality parts required for Navy operations would be by barge, container or air freight.

Provisioning of Navy ships could be accomplished by a combination of local wholesalers and container service. Many food items such as bread are available locally. Depending on requirements, joint use of Coast Guard supply facilities is a possibility.

IX. TRANSPORTATION

Travel to and from Kodiak is by air or water. Air service to surrounding communities and Anchorage is provided by three scheduled airlines. The Kodiak airport is a joint use facility between the Coast Guard Support Activity and the civilian airport. The longest runway is 7,549 feet. Two additional runways are available, but because of winds and the topography, this airport is considered somewhat dangerous. The Alaska Marine Highway System offers passenger and vehicle transportation to various Southcentral Alaska communities.

X. INDUSTRIAL SUPPORT

Ship repair facilities in Kodiak are limited to servicing the fishing fleet. Most deck, hull, engine, hydraulic and electrical repairs can be accomplished on a smaller scale. There is currently a workforce of about 100 in the ship repair industry. Crane service is limited to one 90 ton mobile crane, one 30 ton gantry crane and two 20 ton mobile cranes. There is no drydock facility in Kodiak.

XI. UTILITIES

Electrical service is provided by the Kodiak Electric Association, Inc. Power is generated by hydroelectric and diesel generators with a total generation capacity of 52,375 KW. The peak demand on the system is 15,200 KW. Residential service rates are $7.50 per month plus 15.25 cents per KWH. Large commercial customers pay $50 per month plus 14.1cents per KWH for the first 20,000 KWH, 12,7 cents per KWH for all addition consumption and a demand charge of $6. per KW.

Potable water is supplied by the City of Kodiak from stream fed reservoirs with a capacity of 72,000,000 gallons. The monthly residential charge for water is a flat $17.50. Large commercial customers are billed at a rate determined by supply line size; a 8 inch line is $225 per month plus 81 cents per 1,000 gallons. Water costs for

customers located outside the city limits are calculated at the same rate as for those in the city plus 37.5 per cent.

Sewage system service is provided by the City of Kodiak. The wastewater treatment plant has a daily capacity of 4.2 million gallons. This capacity will serve the needs of the area into the future except in times of heavy rain. Due to surface runoff being channeled into the system, some collector legs and pump stations are at time overtaxed and fail to function properly. Residential sewer rates are a flat $20 per month. Large commercial users are billed on the basis of effluent discharge and negotiation of rate.

XII. PERSONNEL SUPPORT

Housing availability in Kodiak appears to be totally unpredictable. Information provided by local real estate agents indicate that the rental market fluctuates greatly depending on the fishing fleet activity and fish processor industry. On average, the rental vacancy rate is less than 1%. Rentals, when available, range from $550 to $1,100 per month. The housing sale market is similarly unpredictable. If available, the average 3 bedroom home sells in the range of $105,000 to $145,000. Discussions with the Commanding Officer, Coast Guard Support Facility, indicated that there is Coast Guard property available for construction of family housing. The property has previously been engineered and is ready for installation of utilities and construction of approximately 90 homes.

All public schools on Kodiak Island are operated by the Kodiak Island Borough School District. There are three elementary schools (K-5) in Kodiak, including one located on board the Coast Guard Support Facility. The student capacity in the elementary schools is 1,200 with an enrollment of 1,135. Kodiak Junior High (grades 6-8) is at design capacity with an enrollment of 450 students. Kodiak Senior High has a design capacity of 650 students with an enrollment of 550. Although the student population figures indicate that the schools are very near being overcrowded, in reality the overall population of the area seems to be steady and the need for additional school facilities has not been determined.

Health care is provided to the community by 10 physicians representing family practice, internal medicine, general surgery and radiology. Kodiak Island Hospital, a 25 bed acute care facility, is the only hospital on the island. A new medical facility at the Coast Guard Support Facility is under construction at this time. The Commanding Officer has indicated that Navy personnel could be cared for at this facility with additional staffing by the Navy.

Kodiak Island and the various governmental agencies offer a wide range of recreational facilities. There are playing fields of all kinds, court sports facilities, swimming pools, theaters, hiking, camping, fishing, backpacking, hunting, etc. The Coast Guard also maintains many recreational facilities which would be available to Navy personnel.

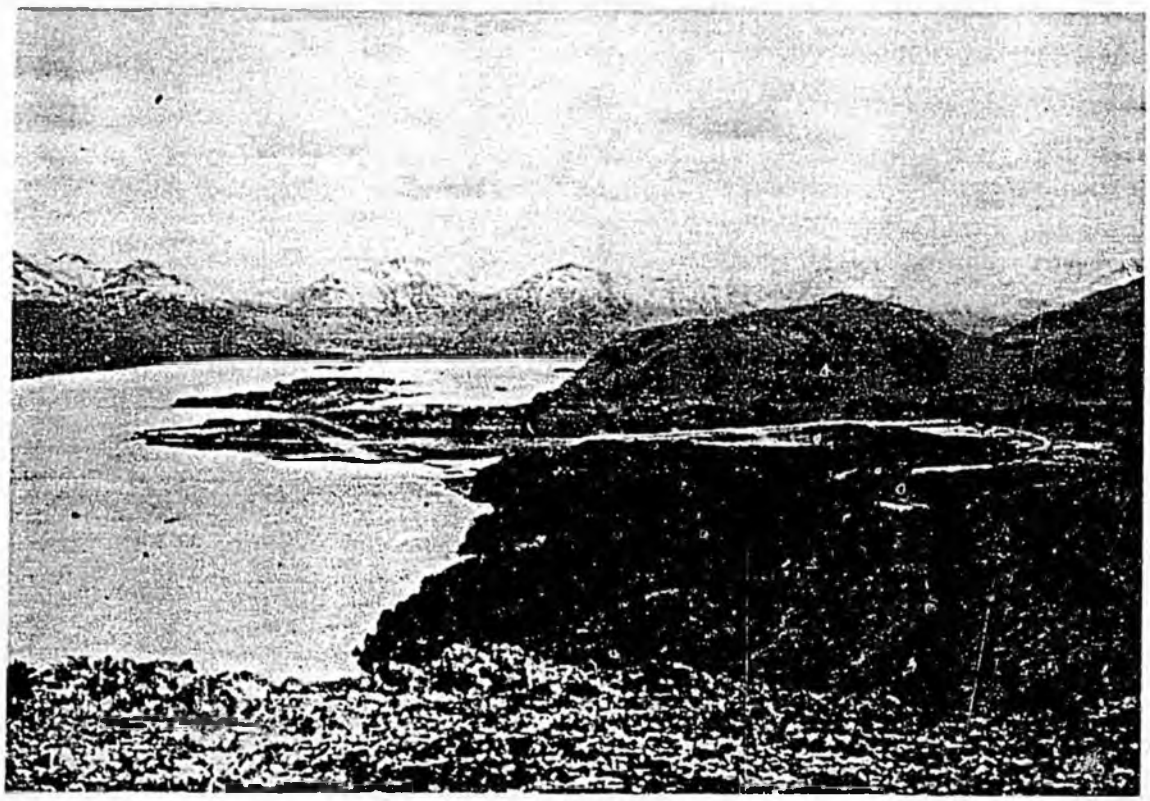
The Kodiak Public Library houses a collection of 41,885 volumes, an audio-visual collection, meeting rooms and a children's library section. A computerized circulation section is planned in the near future as well as a fully automated library. The library staff conducts a variety of library programs year round, with special emphasis on children's activities.

The social and cultural needs of the community are cared for by several organizations. The Kodiak Arts Council sponsors several stage production each year as well as a variety of musical events ranging from popular singers to chamber music. The Kodiak Museum and the Baranof Museum have fine collections of native and historical artifacts. Kodiak also has many churches representing the major denominations.

Shopping in Kodiak is a pleasant experience with a wide variety of goods and services available. Many modern stores provide any type of item or materials desired. In addition, the Coast Guard Support Facility operates an exchange complex and commissary store.

XIII. COMMUNITY IMPACTS

There appear to be two major areas of concern regarding impacts from Navy home basing in Kodiak. First, the school system is near capacity and would require in depth study to determine the additional student population impact of home basing. Second, housing may present a problem for both the City and the Navy. As with other locations, private developers may come forward if a commitment to home base were made. As pointed out earlier, construction of Navy Family Housing is a possibility on property owned by the Coast Guard. A precise housing survey and analysis should be undertaken prior to any commitment to home base in Kodiak.



XIV. ENVIRONMENTAL FACTORS

As with most of Alaska, Kodiak has a substantial bald eagle population and numerous protected marine mammals. A very large portion of the island is dedicated to the Kodiak National Wildlife Refuge and another portion is under consideration for inclusion in the Alaska Maritime National Wildlife Refuge. There are several wetlands in the area which require protection. A number of historical buildings and areas are identified in Kodiak, however, no archaeological sites have been discovered in areas likely to be used for home basing. The Kodiak Island Borough has a Coastal Management Plan in place. Numerous environmental documents prepared for other projects in the area are available.

XV. COMMUNITY SUPPORT

The concept of Navy home basing in Kodiak was warmly received, but local officials appeared to be skeptical. The impact of the Navy departure from NAS Kodiak in 1972 is well remembered and spoken of frequently, usually in negative tones. The current attitude towards home basing seems to be positive.

Kodiak

P O. Box 1397
Kodiak, Alaska 99615

Home Rule City

Phone: (907) 486-3224

INCORPORATION DATE:	September 11, 1940
POPULATION:	6,681
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	5% plus 5% transient room tax
CITY COUNCIL MEETS:	Second and fourth Thursdays
MANAGER FORM OF GOV'T:	Yes

MAYOR:	Robert B. Brodie	1989

CITY COUNCIL MEMBERS

Alfred B. Cratty, Sr.	1989
Joseph A. Perrozzi	1989
Christine J. Blackburn	1990
Louis P. Iani	1988
Noreen E. Thompson	1990
James H. Ramaglia	1988

MUNICIPALLY OWNED UTILITIES
Water, Sewer, Airport, Port

ATTORNEY	Melvin M. Stephens, II
CLERK	Marcella H. Dalke, CMC/AAE
DEPUTY CLERK	Nancy E. Jones, CMC
EMERGENCY PREPAREDNESS DIRECTOR	Samuel C. Gesko, Jr.
ENGINEER	Lawrence K. Monroe
FIRE CHIEF	Michael F. Dolph
FINANCE DIRECTOR	Roy A. Deebel
HARBORMASTER	George V. (Corky) McCorkel
LIBRARIAN	Barbara L. Rudio
MANAGER	Samuel C. Gesko, Jr.
MUSEUM DIRECTOR	Marian J. Johnson
PARKS & RECREATION DIRECTOR	Ian B. Fulp
POLICE CHIEF	Max K. Hurlbut
PUBLIC WORKS DIRECTOR	Herman T. Beukers
PURCHASING OFFICER	Carolyn M. Thomas

Kodiak Island Borough

710 Mill Bay Road
Kodiak, Alaska 99615

Second Class Borough

Phone: (907) 486-5736

INCORPORATION DATE:	September 24, 1963
POPULATION:	14,127
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	None
ASSEMBLY MEETS:	First and third Thursdays
MANAGER FORM OF GOV'T:	No

MAYOR: Jerome M. Selby 1989

ASSEMBLY MEMBERS

Lorne E. White, P.O.	1990
Ann Barker	1989
Jack McFarland	1990
Tom Merriman	1990
Wayne Stevens	1989
Alan Austerman	1988
Ken Gregg	1988

PLANNING/ZONING COMMISSION

Steve Rennell, Chr.	1988
Mike Anderson	1987
Robin Heinrichs	1989
Tom Hendel	1989
Mary Lou Knudsen	1988
D. L. Smedley	1987
Scott Thompson	1988

SCHOOL BOARD MEMBERS

Suzanne Hancock, Pres.	1986
Alice Knowles	1988
R. David Herrnsteen	1990
Cheryl McNeil	1989
Bill Oliver	1990

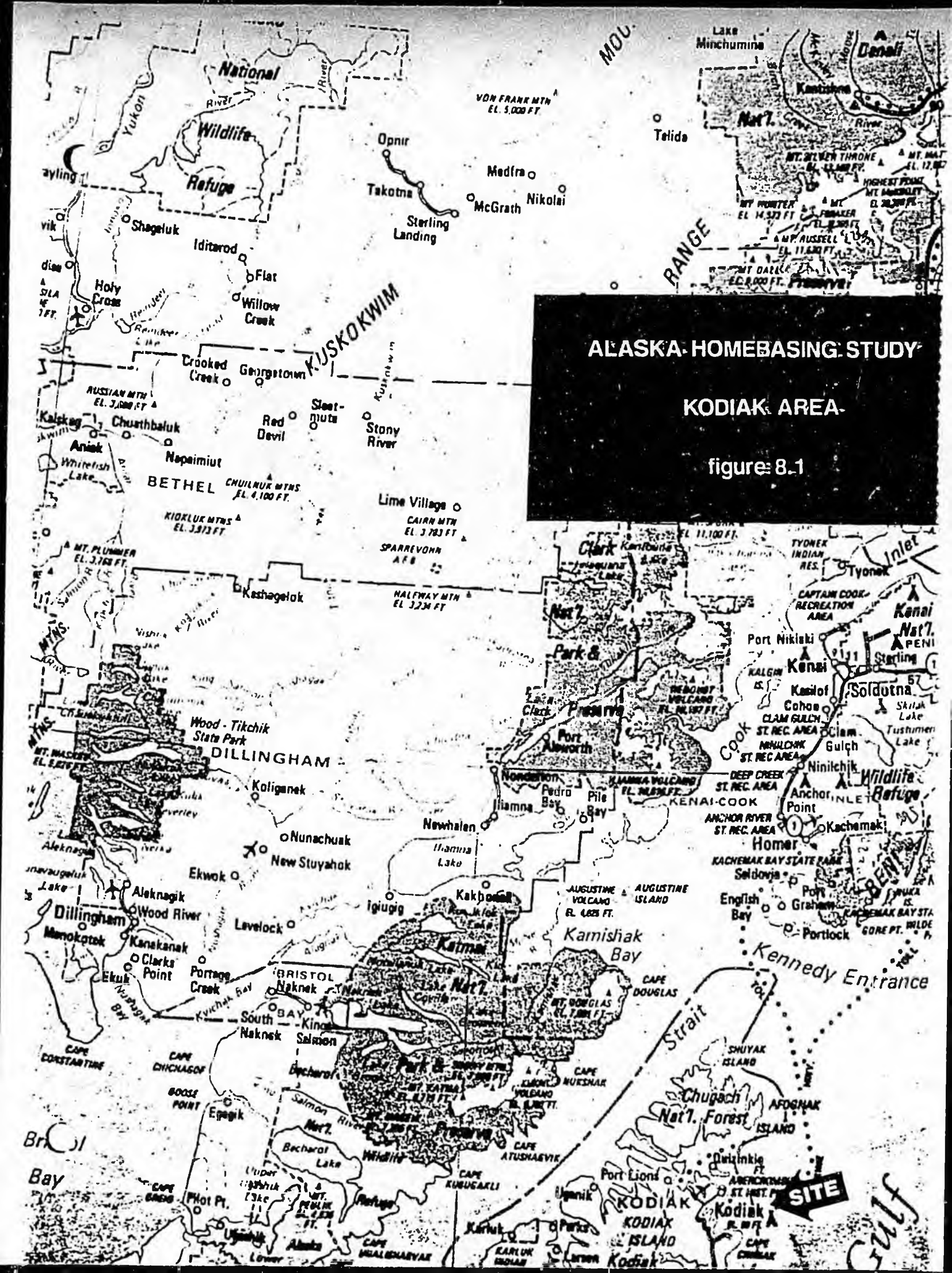
BOROUGH POWERS

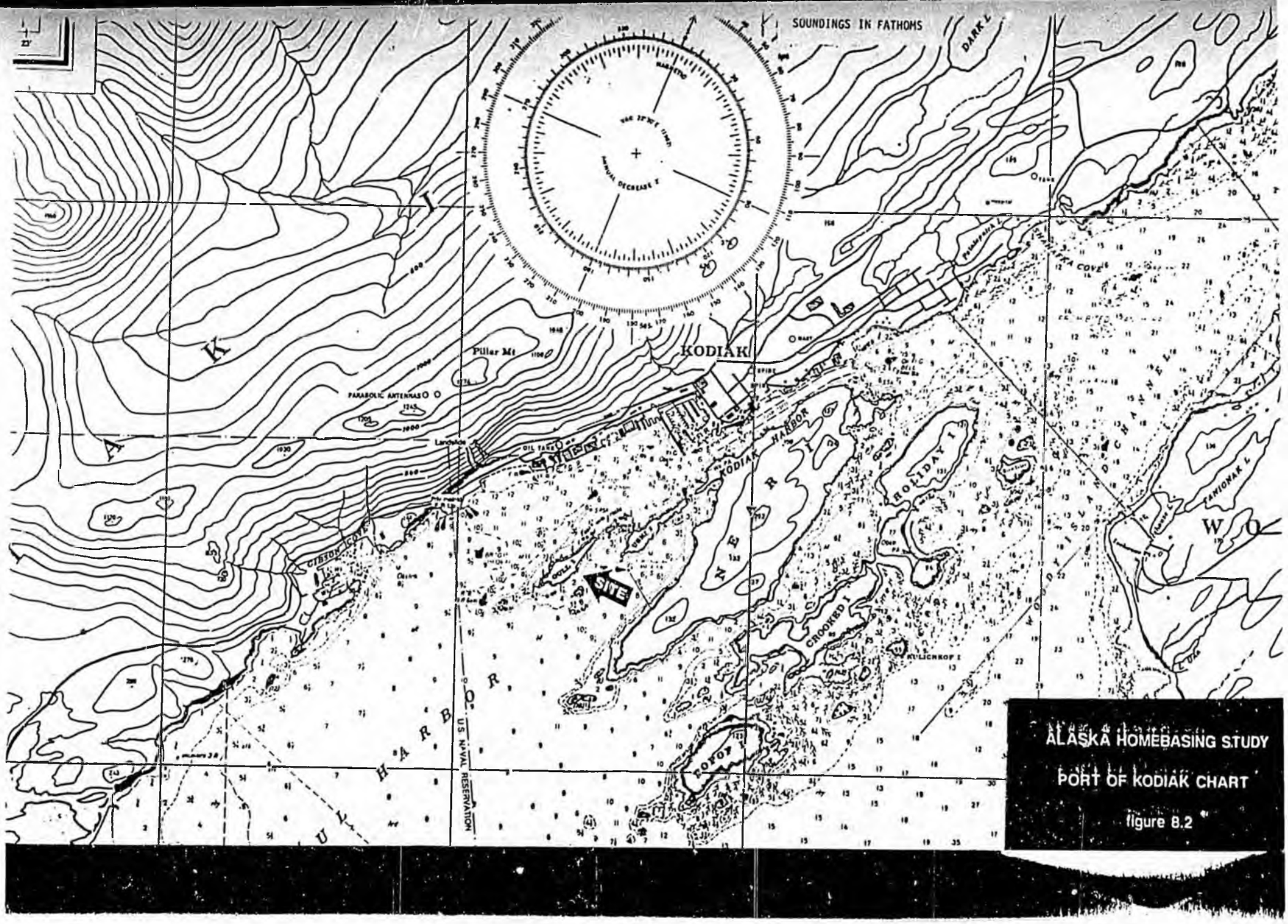
Areawide: Education, Planning & Zoning, Health, Taxation
Non-Areawide: Parks and Recreation, Solid Waste, Economic Development
Service Areas: Water, Sewer, Fire Protection, Roads

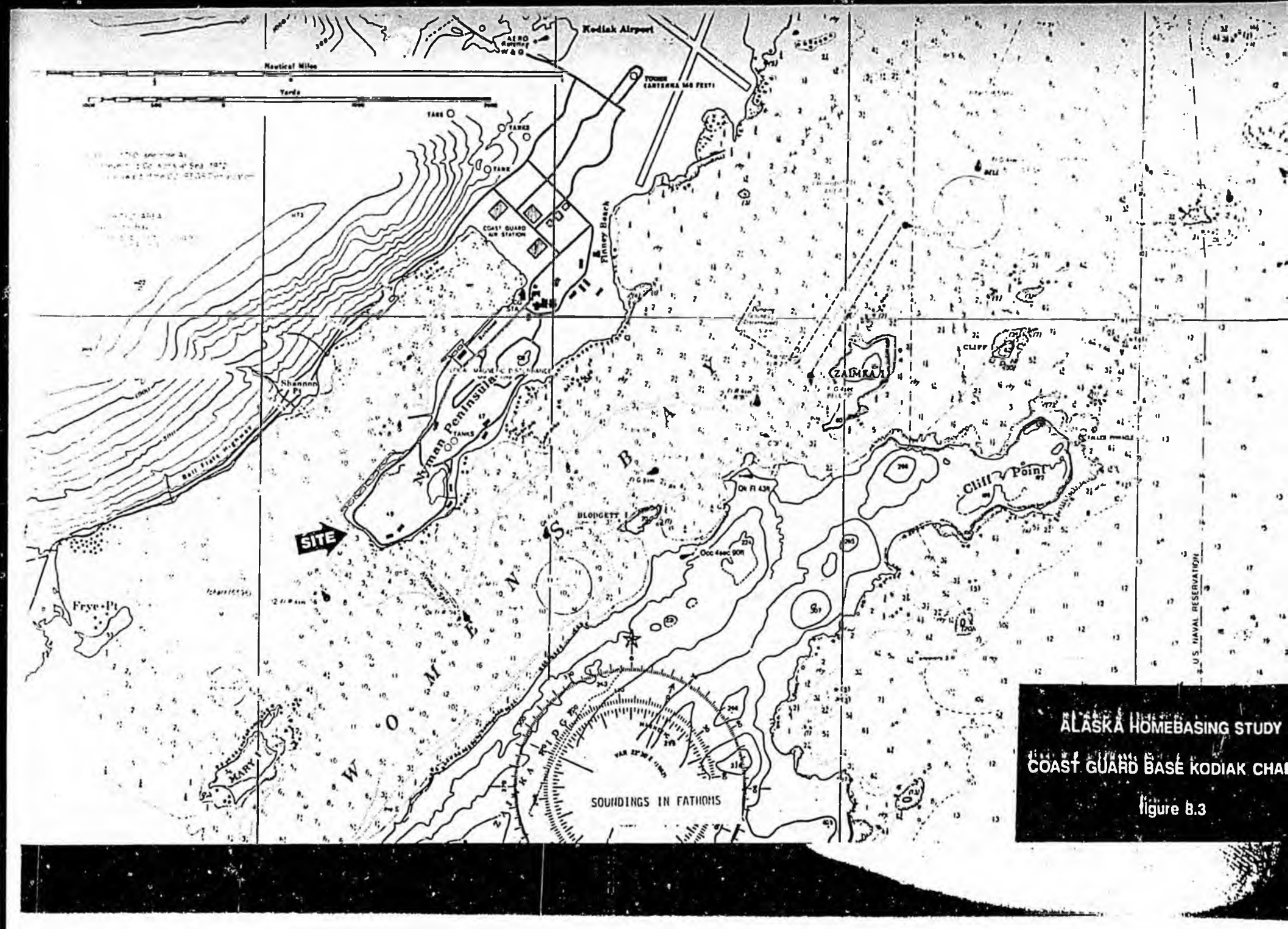
MUNICIPALLY OWNED UTILITIES

Water, Hospital

ASSESSOR	Wayne Haerer, Jr.
ATTORNEY	Jamin , Ebell, Bolger & Gentry
CLERK	Gaye J. Vaughan, CMC/AAE
DATA PROCESSING MANAGER	Perry L. Page
ENGINEER	David C. Crowe
FACILITIES COORDINATOR	Robert McFarland
FINANCE DIRECTOR	Bryce S. Weeks
HOSPITAL ADMINISTRATOR	Donald Wee
MENTAL HEALTH CENTER	Dr. Pam Baglien
PLANNING DIRECTOR	Linda Freed
SUPERINTENDENT OF SCHOOLS	John Witteveen


ALASKA HOMEBASING STUDY
KODIAK AREA
figure 8.1
SITE
Kodiak
KODIAK ISLAND
Port Lions
Afognak Island
Chugach Nat'l. Forest
Kennedy Entrance
Shelikof Strait
Kamishak Bay
Cook Inlet
Kenai Peninsula
Homer
Seldovia
Kachemak Bay
Kenai
Soldotna
Port Alsworth
Lake Clark Nat'l. Park & Preserve
Katmai Nat'l. Park & Preserve
Becharof Nat'l. Wildlife Refuge
Alaska Peninsula
Bristol Bay
Dillingham
Wood-Tikchik State Park
Togiak Nat'l. Wildlife Refuge
Yukon Delta Nat'l. Wildlife Refuge
Bethel
Aniak
Holy Cross
Iditarod
Shageluk
Crooked Creek
Georgetown
Kuskokwim
Red Devil
Stony River
Lime Village
Sparrevohn AFB
Kalskag
Chuathbaluk
Napaimiut
Kasha-gelok
Koliganek
Nunachuak
New Stuyahok
Ekwok
Aleknagik
Wood River
Levelock
Manokotak
Kanakanak
Clarks Point
Ekuk
Portage Creek
South Naknek
Naknek
King Salmon
Igiugig
Kakhonak
Newhalen
Iliamna
Pedro Bay
Pile Bay
Nondalton
Port Graham
English Bay
Portlock
Anchor Point
Ninilchik
Clam Gulch
Kasilof
Cohoe
Tyonek
Port Nikiski
Sterling
Kenai Nat'l. Moose Range
Denali Nat'l. Park
Mt. McKinley
Mt. Foraker
Mt. Hunter
Mt. Russell
Mt. Dall
Lake Minchumina
Telida
Nikolai
McGrath
Takotna
Medfra
Sterling Landing
Opnir
Von Frank Mtn
Halfway Mtn
Cairn Mtn
Chuilnuk Mtns
Kiokluk Mtns
Mt. Plummer
Mt. Russian
Whitefish Lake
Aniak
Chuathbaluk
Kalskag
Steetmuta
Yukon
Wildlife Refuge
National
Range


SOUNDINGS IN FATHOMS
KODIAK
Pillar Mt
PARABOLIC ANTENNAS
Landslide
OIL FARM
KODIAK HARBOR
NEARY
ROSIDAY I
CROOKED I
SITE
GIBSON COVE
U.S. NAVAL RESERVATION
UNALGA
DARK L
PENGUIN L
TANIONAK L
CHINIAK BAY
ALASKA HOMEBASING STUDY
PORT OF KODIAK CHART
figure 8.2


Kodiak Airport
Nautical Miles
Yards
COAST GUARD AIR STATION
Pinney Beach
Shannon Pt
Nyman Peninsula
Ball State Highway
SITE
Frye Pt
ZAIMKA
CLIFF
Cliff Point
BLODGETT I
Occ 4sec 90ft
U.S. NAVAL RESERVATION
SOUNDINGS IN FATHOMS
ALASKA HOMEBASING STUDY
COAST GUARD BASE KODIAK CHA
figure 8.3

SEWARD

The City of Seward is located at the head of Resurrection Bay on the Kenai Peninsula, 160 highway miles southwest of Anchorage or 35 minutes by air from Anchorage.

I. POPULATION

The City of Seward has an estimated population of 2,726. When the population of the surrounding area outside the city limits is included, the total population swells to 3,840.

II. CLIMATOLOGY

The climate of Seward is characterized as mild with the average July temperature at 56 degrees and January temperature at 25 degrees. Total precipitation in Seward is 66 inches with the majority in the form of snow. Average snowfall in the area is 80 inches. Visibility is usually good with an average of 9 foggy days per month in late summer and fall. As with most of Alaska, Seward enjoys long sunlit days during summer (June 21 with 19 hours and 21 minutes), and conversely, short sunlit days in winter (December 21 with 5 hours and 28 minutes). Wind in Resurrection Bay is typically less than 10 mph with occasional gusts over 30 mph in winter. Resurrection Bay is clear, silt-free water and does not require maintenance dredging.

III. HARBOR CHARACTERISTICS

The Port of Seward is located at the head of Resurrection Bay some 18 miles from open ocean. Tides in the bay average 10.5 feet with extreme highs of +14.8 feet and extreme lows of -4.2 feet. Average water depth throughout the bay is +650 feet Mean Low Low Water (MLLW) with a depth of +50 feet MLLW within 300 feet of the proposed home base site. The average current range in the bay is 0.2 to 0.6 knots with currents above 1.5 knots occurring less than 5% of the time. Standing waves (seiches) occur frequently with an average wave height of 4 feet. There are no overhead or navigation obstructions anywhere in Resurrection Bay. The bay is ice free year round, including shore ice.

IV. PORT SERVICES

Port services in Seward are provided by a variety of sources. Tug and barge service is available from a commercial company with three tugs, the smallest of which is an 1,800 hp twin screw vessel. There are no lighters available, however, development of the port facilities has eliminated the need for them. Specific resources are discussed in paragraph VI.

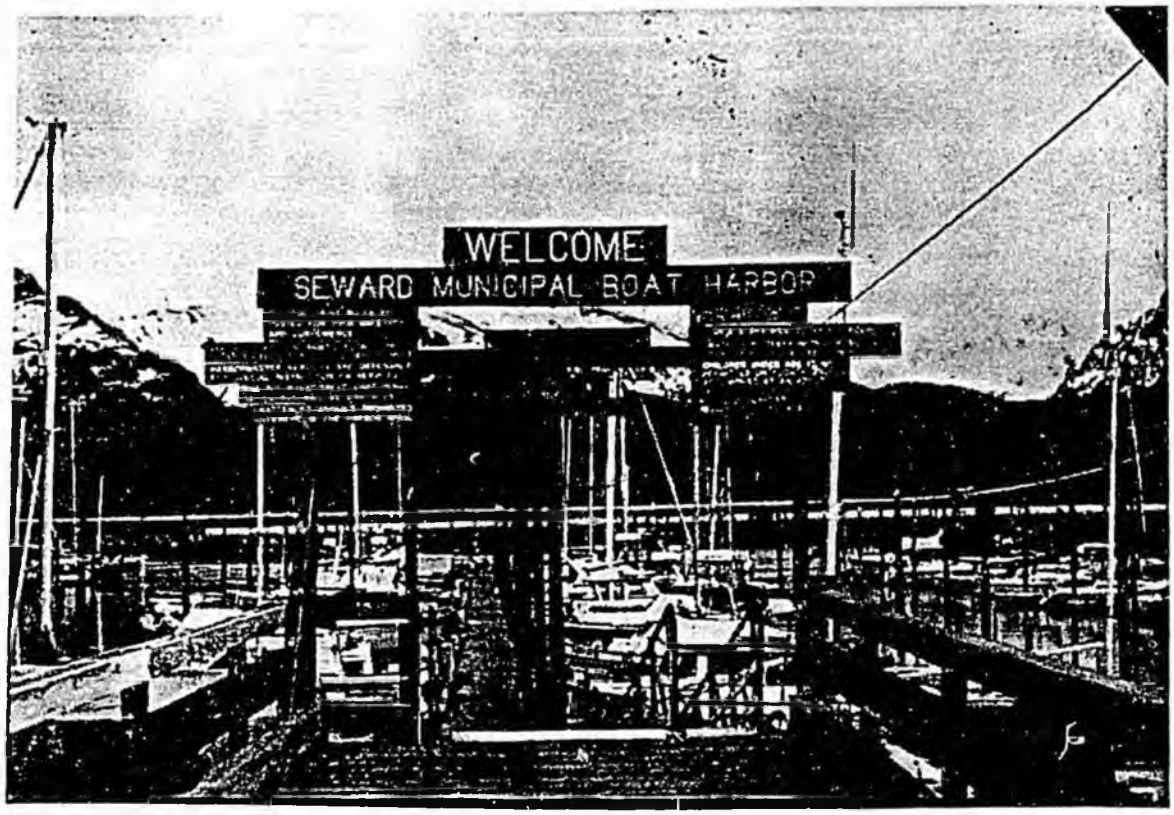
V. EXISTING WATERFRONT FACILITIES

All existing waterfront facilities in Seward are currently in use by commercial operations and the fishing fleet.

VI. EXISTING ONSHORE FACILITIES

There are no sites in Seward proper available for Navy use. Except for the Seward Marine Industrial Complex (SMIC) located across Resurrection Bay, all waterfront facilities are currently in use.

Although land and facilities are not available in Seward proper, the City has proposed development of a Navy home base at the Seward Marine Industrial Complex. The proposed homeport site contains 80 acres of flat land adjacent to a 35 foot deep berthingarea. Initially, dredging would be required to increase berthing depth at the site. There are 55 additional acres available across the road and further inland. This whole area, also known as 4th of July Creek, lies within the 100 year flood plain. A protective dike system has been constructed to protect the area from seasonal flooding, however, the Anchorage office of the U.S. Corps of Engineers report that the dike will provide little if any protection during a 100 year



flood. In the event of such a flood, the entire area will be under water and potentially threatened by rocks and boulders washing down from above.

VII. SEISMIC FACTORS

Seward is located in a seismic zone 4 per Navy reference manuals. During the 1964 Alaska Earthquake, Seward suffered severe damage. The Resurrection River Delta area subsided 6 to 8 feet as a result of the earthquake while ground sliding and tsunami waves caused other extensive damage.

VIII. LOGISTIC SUPPORT

Logistic support in Seward has advantages not found elsewhere. In addition to barge service, there is highway and rail service to Anchorage which enhances movement of materials and supplies.

Petroleum, oils and lubricants (POL) are delivered to Seward by a variety of means, including barge, rail and truck. Stocking levels of diesel fuels are 2,000,000 gallons, aviation gas is 35,000 gallons, jet fuel is 90,000 gallons, gasoline is 150,000 gallons and bulk lubricants is 10,000 gallons. Packaged lube storage equals 50,000 gallons.

There are two ship chandlers in Seward. Both firms provide repair service and parts for local vessels and the fishing fleet, however, neither can currently serve the needs of Navy vessels.

Ship provisioning can be accomplished easily since Seward has road, rail and air connections to Anchorage. Fresh food products are available year-round.

IX. TRANSPORTATION

Travel to and from Seward is by highway, railroad, air and ferry. The drive to Anchorage is a 3 hour trip covering 160 miles. The road is in good condition and remains open year round. Some delays caused by snow are experienced during winter but they are usually of short duration. In addition to the highway to Anchorage, connections to Kenai and Homer are via the Sterling Highway. Twice weekly bus service is available between Anchorage and Seward.

Rail service between Seward, Anchorage and Fairbanks provides freight service to the area. During sum-

mer months, the Alaska Railroad offers daily passenger service to Anchorage.

Airline passenger service to Anchorage is available twice daily from Seward Airport. The airport has two runways, 4,700 foot and 2,300 foot. Flight approach to the airport is by visual flight rules (VFR). Fuel and maintenance services are also available.

X. INDUSTRIAL SUPPORT

Seward Marine Industrial Park (SMIC) is adjacent to the proposed Navy home basing site. Although not fully developed at this time, SMIC currently offers a repair facility with a 3,600 ton synchrolift capable of handling vessels of 300 foot keel length and 80 foot beam. A rail transfer system and pit is in operation to allow vessel movement to 3 dry berthing areas. Additional small boat repairs are available in the Seward Small Boat Harbor. A small ship repair workforce is available in Seward and should grow significantly as the SMIC is developed. Crane service from dockside or barge up to 140 tons is available.

XI. UTILITIES

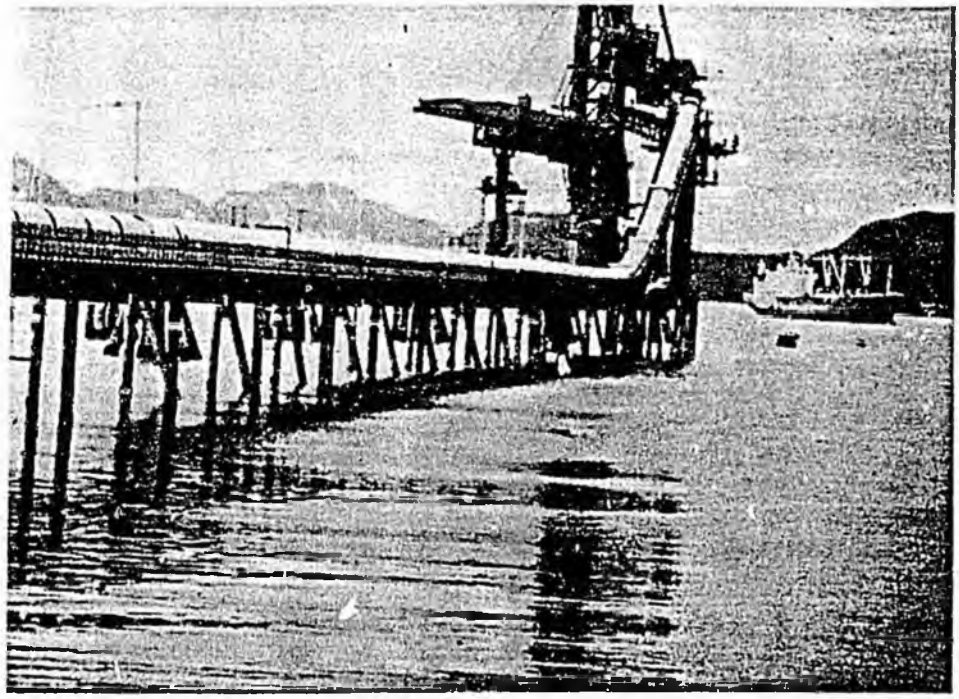
Electric service for the area is provided by the City of Seward Electrical Utility. Power is purchased by the utility from the Chugach Electric Association for distribution to local customers. The City also maintains backup diesel generators which provide 8,500 KW. Transmission lines from Chugach Electric have been oversized to handle a load capable of serving a population of 20,000. The proposed home basing site has a 10 megawatt substation in place with 440 VAC available. Residential rates for electric service are a base charge of $17.90 plus 8.08 cents per KWH. Large industrial customers, such as a Navy home base, negotiate electric service charges with the Utility. Potable water service is provided by the City of Seward from a combination of surface sources and wells. Water service at the Seward Marine Industrial Complex is drawn from wells at the rate of 10,000 gpm and stored in on-site tanks with a capacity of 500,000 gallons. Distribution on site is by 12 inch and 16 inch mains. Water pressure throughout the system is maintained at 80 psi. The residential water service rate in Seward is a flat charge of $16 per month. Metered commercial water customers are charged on a sliding scale based on consumption; $2 per thousand gallons for the first 10,000 gallons, $1.60 per thousand gallons for the next 40,000 gallons, etc.

Sewer service is provided by the City of Seward to all areas of the city, including the Seward Marine Industrial Complex which has a newly constructed treatment plant with a capacity of 2,000,000 gallons per day. Residential sewer rates are a flat $24 per month. Large commercial users are billed on a sliding scale starting at $2.40 per thousand gallons for the first 10,000 gallons, $2.20 per thousand gallons for the next 40,000 gallons, etc.

XII. PERSONNEL SUPPORT

Housing in Seward is modern and well equipped. There are currently 1,324 housing units in the Seward area and the vacancy rate hovers around 5 percent. Rental rates for 2 to 3 bedroom units range from $550 to $700 per month, including heat. Considering heating requirements, the inclusion of heat makes the effective rent of

the unit $375 to $500 per month. Sale prices in Seward for new 3 bedroom units range from $85,000 to $95,000. In anticipation of Navy home basing in Seward, the city has contacted developers concerning their ability to rapidly provide housing to meet Navy needs. All have indicated that development of moderately priced housing could be made available within months if a commitment for home basing was made. To accommodate this growth, there are 220 homesites available for immediate construction and an additional 400 acres zoned residential and awaiting platting and construction.



The Kenai Peninsula Borough School District operates an elementary school (grades K-6) and a Junior/Senior High School (grades 7-12) in Seward. The elementary school is nearing capacity with 340 students and a second school will be constructed in the very near future. Land has been dedicated for the school and the State Legislature has funded the state's portion of construction cost. The Junior/Senior High School has a current enrollment of 245 students, which represents 80% of capacity. The Alaska Department of Education operates the Alaska Vocational Technical Center (AVTEC) in Seward. This vocational school offers training to 250 students in a variety of technical fields. The University of Alaska Institute of Marine Sciences is located in Seward and offers graduate courses and research in the areas of oceanography, and shellfish and bottom fish resources.

Health care in Seward is provided for by three resident physicians, several visiting specialists, and the Seward General Hospital. The hospital is a 33 bed facility in need of modernizing. Current plans, which have been approved by state agencies, call for the construction of a new 20 to 25 bed hospital facility.

Recreational opportunities in the Seward area and throughout the Kenai Peninsula are boundless. The city provides gymnasiums, tennis and handball courts, soccer, football and softball fields, and ice skating rinks. Outdoor activities range from fishing, hiking, kayaking, boating, and skiing to touring Southcentral Alaska. In addition to the activities listed, both the Army and Air Force operate recreation camps in Seward offering camping, boat rentals, recreation halls, food service and exchange facilities.

The cultural and social needs of the community are provided for by many city, state, federal and private organizations. Seward is home for the headquarters of Kenai Fjords National Park and the park operates a visitors center on the waterfront. There are various public and private museums, art galleries and other cultural functions in the city. The religious needs are met by 15 churches representing the major denominations. In addition to local assets, Anchorage is a 3 hour drive away and offers all the cultural and social amenities found in a major metropolitan area.

Shopping facilities in Seward are typical for a community of 11,000 people. There are a variety of retail stores offering all types of goods and services. Of particular advantage in Seward is the easy access to the Anchorage market or delivery of goods to Seward from Anchorage.

XIII. COMMUNITY IMPACTS

Impacts on Seward as a Navy home base are not expected to be severe. The city has planned for growth of the area and taken steps to make that growth happen is a reasonable manner. Development of community resources in anticipation of industrial growth at the Seward Marine Industrial Complex, along with planning for residential growth, has placed the city in the position of action as opposed to reaction.

XIV. ENVIRONMENTAL ISSUES

An Environmental Assessment was prepared and approved for the Seward Marine Industrial Complex, which is located adjacent to the proposed site. There are no endangered species on the site although peregrine falcons fly though the area on their annual migration. Protected marine mammals inhabit the waters in the immediate vicinity. The proposed site lies in what is technically a wetland area although the channelization of 4th of July Creek has essentially changed that classification. There are no historical structures or archaeological sites in the area.

XV. COMMUNITY SUPPORT

The City of Seward and its residents are very supportive of Navy home basing and are enthusiastically and aggressively seeking to make it happen.

Seward

P.O. Box 167
Seward, Alaska 99664

Home Rule City

Phone: (907) 224-3331

INCORPORATION DATE:	June 1, 1912
POPULATION:	2,279
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	3%
CITY COUNCIL MEETS:	Second and fourth Mondays
MANAGER FORM OF GOV'T:	Yes

MAYOR: Harry E. Gieseler 1985

CITY COUNCIL MEMBERS	
Patrick O'Brien	1989
Beverly Dunham	1988
David L. Hilton, Sr.	1989
Michael J. Meehan	1989
William C. Noll	1988
Leslie Simutis	1988

PLANNING & ZONING COMMISSION	
John Woodruff, Chair	1989
Margaret Branson	1990
Larry Johnson	1989
Chester Thorne	1990
Donald A. Sutherland	1988
Pierre Authier	1989
Kurt R. Lindsey	1988

MUNICIPALLY OWNED UTILITIES
Water, Electricity, Port, Hospital, Refuse Collection, Wastewater Treatment

ADMINISTRATIVE ASSISTANT	Kerry T. Martin
ASSISTANT MANAGER	Darryl Schaefermeyer
ATTORNEY	Fred B. Arvidson
CIVIL DEFENSE DIRECTOR	John Gage
CLERK	Linda S. Murphy, CMC
ENGINEER	E. Paul Diener
FINANCE DIRECTOR	Robert D. Peirson
FIRE CHIEF	John Gage
HOSPITAL ADMINISTRATOR	C. Keith Campbell
MANAGER	Ron A. Garzini
PARKS & RECREATION DIRECTOR	Judy Andrijanorr
POLICE CHIEF	Louis A. Bencardino
PORT DIRECTOR	Foster Singleton
PUBLIC UTILITY MANAGER/PUBLIC WORKS DIRECTOR	E. Paul Diener
PURCHASING OFFICER	Judith Ledet
TREASURER	Darryl Schaefermeyer
WATER/SEWER SUPERINTENDENT	Lloyd Welch

Kenai Peninsula Borough

144 North Binkley Street
Soldotna, Alaska 99669

Second Class Borough

Phone: (907) 262-4441

INCORPORATION DATE:	January 1, 1964
POPULATION:	43,612
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	2%
ASSEMBLY MEETS:	First and third Tuesdays
MANAGER FORM OF GOV'T:	No

MAYOR: Don Gilman 1990

ASSEMBLY MEMBERS

Jonathan W. Sewall, P.O.	1989
Jack Brown	1990
David R. Carey	1989
John Crawford	1990
Betty Glick	1988
Mark Hodgins	1990
Brentley D. Keene	1988
Karen McGahan	1989
Sam McLane	1988
Sharon Moock	1990
Frank Mullen	1990
Phil Nash	1989
Patrick M. O'Connell	1989
Gail Phillips	1988
James W. Skogstad	1990
Marie Walli	1989

PLANNING/ZONING COMMISSION

Peter Ernst, Chair	1988
Phil Bryson	1989
Bill Butler	1988
Chuck Crabaugh	1990
Colleen Denbrock	1990
Susan Mumma	1988
Myron Mickey	1989
Keith Hursh	1990
James Brickey	1989
Chester Thorne	1990

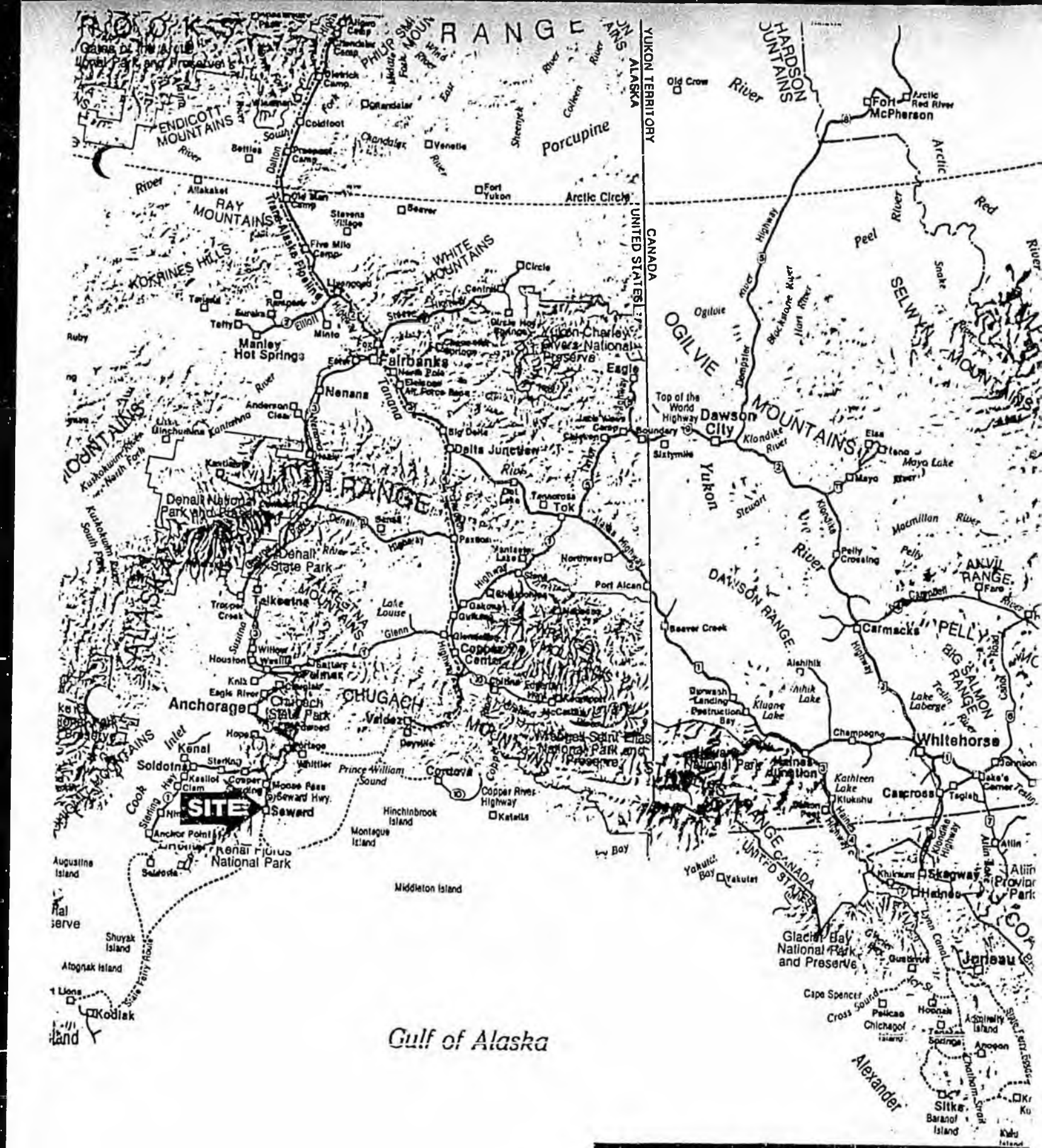
SCHOOL BOARD MEMBERS

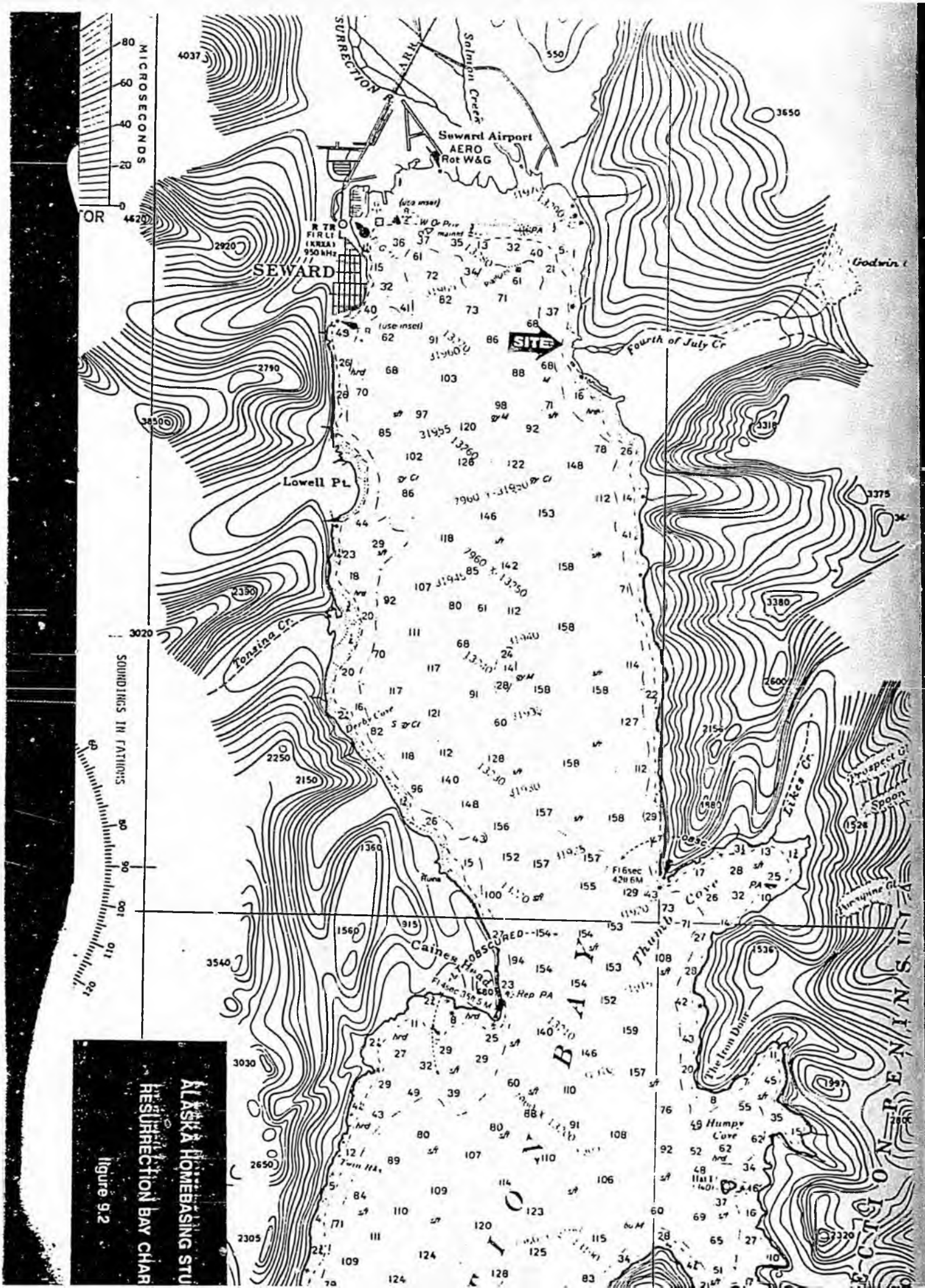
Joyce Fischer, Pres.	1988
Cliff Massie	1990
Marilyn Dimmick	1990
Mike Wiley	1990
Eric Weatherby	1988
Millie Martin	1989
Betty Obendorf	1989

BOROUGH POWERS

Areawide: Solid Waste Disposal
Assessing, Taxation, Schools
Non-Areawide: Port & Harbor
Service Areas: Fire Protection, Hospitals,
Ambulance, Recreation Facilities

ADMINISTRATOR	Don Gilman
ADMINISTRATIVE ASSISTANT	Marla Huss
ASSESSOR	Don Thomas
ATTORNEY	Tom Boedeker
CIVIL DEFENSE DIRECTOR	Robert Heavlin
CLERK	Joanne Brindley
COMPTROLLER	Ross Kinney
FINANCE DIRECTOR	Roy Barton
PERSONNEL DIRECTOR	Richard Campbell
PLANNING DIRECTOR	Kevin Fenner
PUBLIC WORKS DIRECTOR	Edward Hakert
SUPERINTENDENT OF SCHOOLS	Dr. Fred Pomeroy
TREASURER	Larry Semmens


SITE
Gulf of Alaska
Pacific Ocean
ALASKA
YUKON TERRITORY
CANADA
UNITED STATES
Anchorage
Seward
Fairbanks
Dawson City
Whitehorse
Kodiak
Valdez
Juneau
Skagway
Haines
Tok
Delta Junction
Glacier Bay National Park and Preserve
Kenai Fjords National Park
Wrangell Saint Elias National Park and Preserve
Denali National Park and Preserve
Yukon-Charley Rivers National Preserve
Chugach State Park
Denali State Park
Alaska Highway
Copper River Highway
Prince William Sound
Cook Inlet
Porcupine
Yukon
Peel
Arctic Red River
Fort McPherson
Old Crow
Fort Yukon
Arctic Circle
Circle
Eagle
Nenana
Talkeetna
Copper Center
Glennallen
Valdez
Cordova
Hinchinbrook Island
Montague Island
Middleton Island
Kodiak Island
Shuyak Island
Afognak Island
Augustine Island
Chichagof Island
Baranof Island
Admiralty Island
Prince of Wales Island
Alexander
Brooks Range
Endicott Mountains
Ray Mountains
Kokrines Hills
White Mountains
Ogilvie Mountains
Hart River
Blackstone River
Snake River
Selwyn Mountains
Hardson Mountains
Davidson Range
Pelly Mountains
Big Salmon Range
Anvil Range
Alaska Range
Wrangell Mountains
Chugach Mountains
Talkeetna Mountains
Aleutian Range
Kuskokwim Mountains
Top of the World Highway
Klondike Highway
Haines Highway
Alaska Pipeline
Dalton Highway
Taylor Highway
Richardson Highway
Glenn Highway
Parks Highway
Denali Highway
Edgerton Highway
Tok Cutoff
Nabesna Road
Tangle Lakes
Lake Louise
Kluane Lake
Lake Laberge
Mayo Lake
Tatshenshini River
Alsek River
Kathleen Lake
Aishihik Lake
Dempster Highway
Campbell Highway
Robert Service Campground
Eagle Summit
Chena Hot Springs
Manley Hot Springs
Minto
Tanana
Yukon River
Porcupine River
Sheenjek River
Coleen River
Wind River
Middle Fork
South Fork
East Fork
Sheenjek
Coleen
Dalton
Sukakpak Mountain
Mount Hayes
Mount Deborah
Mount Sanford
Mount Wrangell
Mount Drum
Mount Sanford
Mount Churchill
Mount Fairweather
Mount Saint Elias
Mount Logan
Mount Kennedy
Mount Lucania
Mount Steele
Mount Vancouver
Mount Blackburn



ALASKA HOMEBASING STU
RESURRECTION BAY CHAR
figure 9.2