

HB

523

Alaska State Legislature
Representative Carl E. Moses



SESSION
State Capitol Building
Juneau, Alaska 99801-1182
Phone: (907) 465-4451
800-898-4451
Fax: (907) 465-3445

INTERIM
P.O. Box 730
Unalaska, Alaska 99685
Phone: (907) 581-2275
Fax: (907) 581-4949

Member
House Finance Committee

MEMORANDUM

DATE: April 22, 2002

TO: Rp. Vic Kohring, Chairman
House Transportation Committee

FROM: Rp. Carl E. Moses *CEM*
House District 40

SUBJ: CS for House Bill 523

Please find the attached work draft of a committee substitute for House Bill 523. This is necessary to correct a technicality as to the correct name of the state airport located within the City of Unalaska. Should you decide to put out a committee substitute, please consider this proposed change. If you need any additional information, please contact Susan Wells at 465-4451.

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Representative Carl E. Moses



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SPONSOR STATEMENT

CS HB 523 – Madsen Airport in Unalaska

This bill will rename the state airport in the City of Unalaska in honor of Charles Thomas Madsen, Sr., who was tragically killed in Juneau on April 10th, 2002, in a plane accident. The Unalaska City Council and surrounding communities fully support this bill to honor a pilot that had given so much to the people of the Aleutian chain.

Thomas Madsen was a bush aviator for nearly twenty years through out the Aleutians and is well known for willingly jeopardizing his own life in order to save the lives of others. He was instrumental in many medical emergencies and search and rescues. He knowingly flew in extremely hazardous weather in order to transport persons with medical crises. If he had not acted selflessly, lives most certainly would have been lost. In one particular incident, he flew in 100 miles per hour winds with heavy snow and sleet in order to save the life of a toddler who had ingested a fatal amount of iron pills.

Thomas Madsen epitomizes the term "bush pilot" in selflessly putting others' needs above his own to meet the needs of humanity. The residents of the Aleutian chain will fondly remember him, both as the owner of Aleutian Air, and for his heroic acts. In so commemorating him with the renaming of the City of Unalaska airport, his memory will live on for generations to come.

22-LS1705\F
Utermohle
4/19/02

CS FOR HOUSE BILL NO. 523()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): HOUSE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 "An Act naming the state airport at the City of Unalaska the Charles Thomas Madsen,
2 Sr., Airport."

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

4 * Section 1. AS 35.40 is amended by adding a new section to read:

5 **Sec. 35.40.150. Charles Thomas Madsen, Sr., Airport.** The state airport at
6 the City of Unalaska is named the Charles Thomas Madsen, Sr., Airport.

Alaska State Legislature
Representative Carl E. Moses



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MEMORANDUM

DATE: April 19, 2002

TO: Rp. Vic Kohring, Chairman
House Transportation Committee

FROM: Rp. Carl E. Moses *CEM*
House District 40

SUBJ: Request for a Committee Hearing – HB 523

I would like to respectfully request a hearing to schedule HB 523, a bill to rename the state airport at Dutch Harbor, Alaska to the Charles Thomas Madsen, Sr. Airport in his memory. Tom Madsen was a pilot in the Aleutians for nearly 20 years, often risking his own life to save the lives of others. He lost his life in a tragic plane accident in Juneau, Alaska last week.

This bill has the support of both the mayor and community of Unalaska. I have attached support material for your consideration, and remain available to provide any additional assistance. If there is need for further assistance, please contact Susan Wells in my office at 4451. Thank you for your attention to this timely matter.

CITY OF UNALASKA

P.O. BOX 610
UNALASKA, ALASKA 99685-0610
(907) 581-1251 FAX (907) 581-1417



April 15, 2002

Representative Carl Moses
State Capitol, Room 500
Juneau, Alaska 99801

RE: Renaming Unalaska/Dutch Harbor Airport

Dear Representative Moses,

This letter is in support of renaming the Unalaska/Dutch Harbor Airport to honor Tom Madsen.

Tom Madsen flew in the Aleutians for nearly 20 years. Throughout the years, Tom provided needed air services to Unalaska and many other Aleutian communities. He has been involved in many medical emergencies and search & rescues, often risking his own life for others by flying in severe weather conditions and darkness for people in need. Tom Madsen's skills as a pilot and his willingness to be involved have resulted in many lives being saved.

Tom Madsen is a pilot of the highest standards who does the term "bush pilot" proud. The City and community of Unalaska supports renaming our airport to honor this man who has touched so many lives in the Aleutians.

Sincerely,



Pam Fitch
Mayor

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION NO. 2002-24

A RESOLUTION OF THE UNALASKA CITY COUNCIL SUPPORTING HB 523 WHICH RENAMES THE UNALASKA/DUTCH HARBOR AIRPORT TO HONOR CHARLES THOMAS (TOM) MADSEN SR.

WHEREAS, Charles Thomas (Tom) Madsen Sr., owner of Aleutian Air, flew in the Aleutians for nearly twenty years, providing needed air service for Unalaska, and many other Aleutian communities; and

WHEREAS, Tom Madsen has been involved in many medical emergencies and search & rescues, often risking his own life for others by flying in severe weather conditions and darkness for people in need; and

WHEREAS, Tom Madsen's skills as a pilot and his willingness to be involved has resulted in many lives being saved; and

WHEREAS, Tom Madsen, a pilot of the highest standards, made "bush pilot" a title to be proud of; and

WHEREAS, on April 10, 2002, Tom Madsen died tragically in a plane accident in Juneau, Alaska; and

WHEREAS, the City and community of Unalaska wish to honor a person who has touched so many lives in the Aleutians.

NOW THEREFORE BE IT RESOLVED that the Unalaska City Council supports HB 523, which renames the Unalaska/Dutch Harbor Airport to Charles Thomas Madsen Sr. Airport.

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS _____ DAY OF _____, 2002.

MAYOR

ATTEST:

CITY CLERK

PROCLAMATION

**A PROCLAMATION OF THE CITY OF UNALASKA
HONORING TOM AND STEPHANIE MADSEN.**

WHEREAS, Tom and Stephanie Madsen have been residents of Unalaska since 1980; and

WHEREAS, Stephanie Madsen has been involved in volunteer service in our community for many years, and has played an important part in the growth of the City of Unalaska; and

WHEREAS, Stephanie Madsen served nine years on the Unalaska City Council, and was always prepared and knowledgeable about every issue; and

WHEREAS, Stephanie Madsen has always been a strong advocate for Quality of Life development in Unalaska, and

WHEREAS, Stephanie Madsen also served many years on the Iliuliuk Family and Health Service Board, and was very involved with the construction of the new clinic in our community, one of the first Quality of Life projects to be built in our community and which raised the level of health care in our community; and

WHEREAS, Stephanie Madsen has been involved in many other organizations in our community, such as the Chamber of Commerce, Unalaska Convention & Visitor's Bureau, Aleutians West CRSA, Fish & Game Advisory Committee, PTSA, and state-wide organizations such as Southwest Alaska Municipal Conference, and North Pacific Fishery Management Council Advisory Panel; and

WHEREAS, the City and community of Unalaska has benefited from her involvement in these organizations, and her participation and knowledge will be missed; and

WHEREAS, Tom Madsen, owner of Aleutian Air, is a pilot of the highest standards who does the term "bush pilot" proud; and

WHEREAS, throughout the years, Tom Madsen has provided needed air services for Unalaska, and many other Aleutian communities, and

WHEREAS, Tom Madsen has been involved in many medical emergencies and search & rescues, often risking his own life for others by flying in severe weather conditions and darkness for people in need; and

WHEREAS, Tom's skills as a pilot and his willingness to be involved has resulted in many lives being saved; and

WHEREAS, Tom Madsen and Aleutian Air have provided many flights to assist the seafood industry by moving needed parts and personnel for vessels and processing operations, thus saving the industry thousands of dollars; and

WHEREAS, with this proclamation, the City of Unalaska wishes to convey our appreciation to Tom and Stephanie Madsen for their eighteen years of dedicated services to our community.

NOW THEREFORE I, MAYOR FRANK KELTY, DO PROCLAIM that the City of Unalaska conveys to Tom and Stephanie Madsen our best regards and best wishes on their move to Juneau, Alaska, and we wish them well in all their future endeavors; and

BE IT FURTHER PROCLAIMED that the City and community of Unalaska will never forget Tom and Stephanie Madsen and thanks them for their years of dedicated service and commitment to our community.

DATED THIS 22ND DAY OF DECEMBER, 1998.

MAYOR FRANK KELTY

ATTEST:

DEBRA MACK, CITY CLERK

Tom Madsen: Aviator of the Aleutians

By Sarah Burridge
For The Fisherman

Storms had raged all day on Dec. 6, 1986. It was late at night and the wind had been howling for hours when aviator Tom Madsen received an urgent call at his home. A friend told him the clinic was searching for a rescue pilot. Andrea Wilt, just 14 months old, had accidentally ingested a lethal dose of iron pills.

Her mother, Annabelle Wilt, pregnant with her third child, had put the pills in her diaper bag. She had set the bag down to answer the phone when Andrea, a toddler, went right for those pretty pills.

"We didn't have safety caps back then," Wilt remembers. "I just put the bag down for a moment, and Andrea stuffed them in her mouth right in front of me. I just dropped that phone."

She retrieved every pill she could from the toddler's mouth, but several were missing. At the clinic, the staff did everything they could, but she had clearly ingested a potentially fatal amount. Her only hope was an antidote 800 miles away in Anchorage.

Jim Bird of the Iliuliuk Clinic desperately searched for a way to get the child to the life jet standing by in Cold Bay. Due to the severity of the weather, the life jet couldn't land in Unalaska.

Bird sought other air carriers.

anyone who would fly her out. As pilot after pilot declined, his heart grew heavy. Unless the antidotal treatment was administered within the next few hours, coma and perhaps even death were all that lay ahead for Andrea.

The winds were pounding at nearly 100 miles per hour, with heavy snow and sleet. All Madsen could do was glumly stare out the window after receiving the call.

"There was no way," the seasoned pilot recalled. "It was too stormy, too dangerous to attempt."

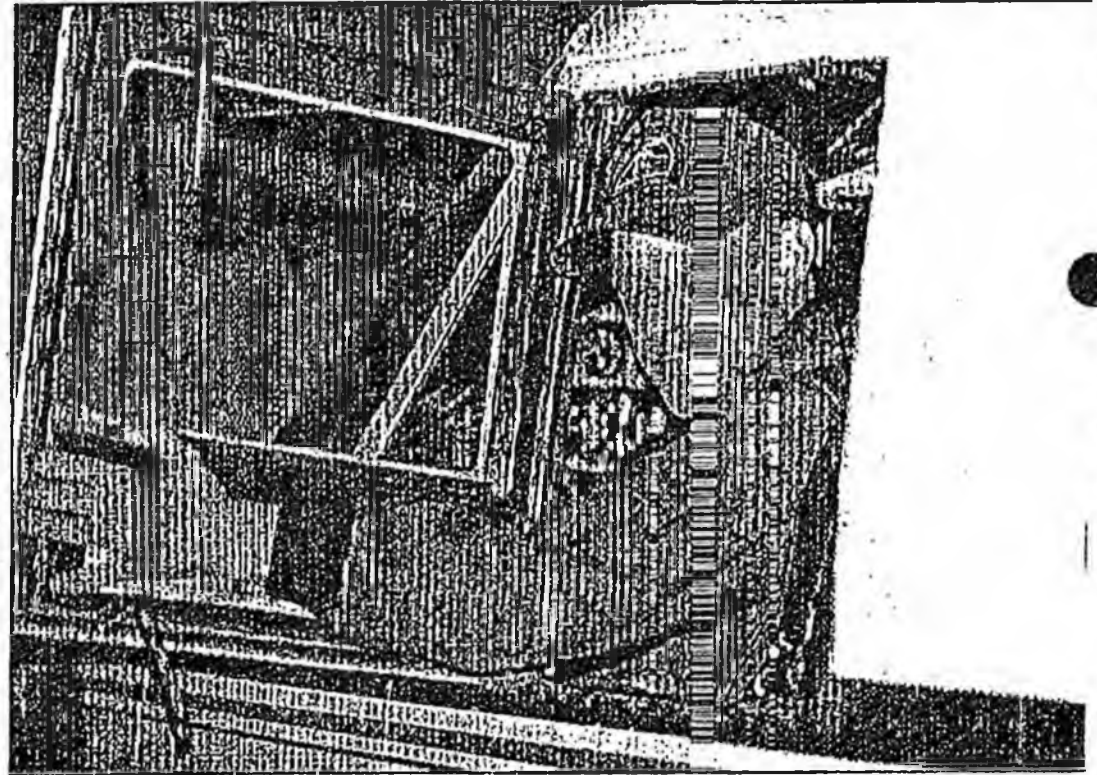
Pacing the dark halls of his house, unable to sleep, Madsen paused in the doorway of his son's room. Watching his own child sleeping peacefully, he felt the all-consuming love of a parent for their child. He knew then he had no choice.

Returning to the window to study the maelstrom swirling outside his home, Madsen began to notice a pattern to the squalls. There were definite and somewhat predictable pauses in its intensity.

Madsen called Jim Bird.

Into the tempest

In a letter written to The Dutch Harbor Fisherman years later, Bird recalled, "I felt obligated to tell him that I wouldn't hold it against him if he refused. I can still hear his voice even now telling me that the girl needs the help and that if I want him to fly her that he will."



Alex DeMarban/The Fisherman

Tom Madsen, who has flown in the Aleutian Islands for nearly 20 years, moved to Juneau with his family this week.

"Within 20 minutes," the letter continued, "I was down on the airfield trying to find the 'break in the weather' that Tom said was there."

A cautious Madsen allowed only Bird and the sick girl to make the trip — he considered it too dangerous for her parents to go. As Madsen took off, only the headlights of Unalaska squad cars illuminated the original World War II gravel runway.

The flight, Madsen said, was

go. I mean, what kind of a person would I be if I wasn't willing to risk my own life to save another? How could I live, knowing I could make the difference between life and death, and not go?"

Making that difference

Charles Thomas Madsen, now 49, has regularly been flying in some of the most dangerous weather in the world since he came to

Christmas turkeys to villages, lying home bodies of Alaska Natives for burial, and for work on numerous search and rescue missions.

A life's direction

The idea of flight has consumed Madsen since childhood.

"I was meant to fly," he says. "That's why I was put on earth." Madsen fondly remembers

*Working out of Dutch is hard...
but we can make it a little easier:*

Madsen ...

From Page 2

developed engine trouble after dropping off a group of bear hunters.

With that, Madsen's mother was determined to end her son's flying days. He was even more determined that she wouldn't. She finally relented when it became apparent that "unless I had my arms and legs cut off and my eyes poked out, I was going to fly."

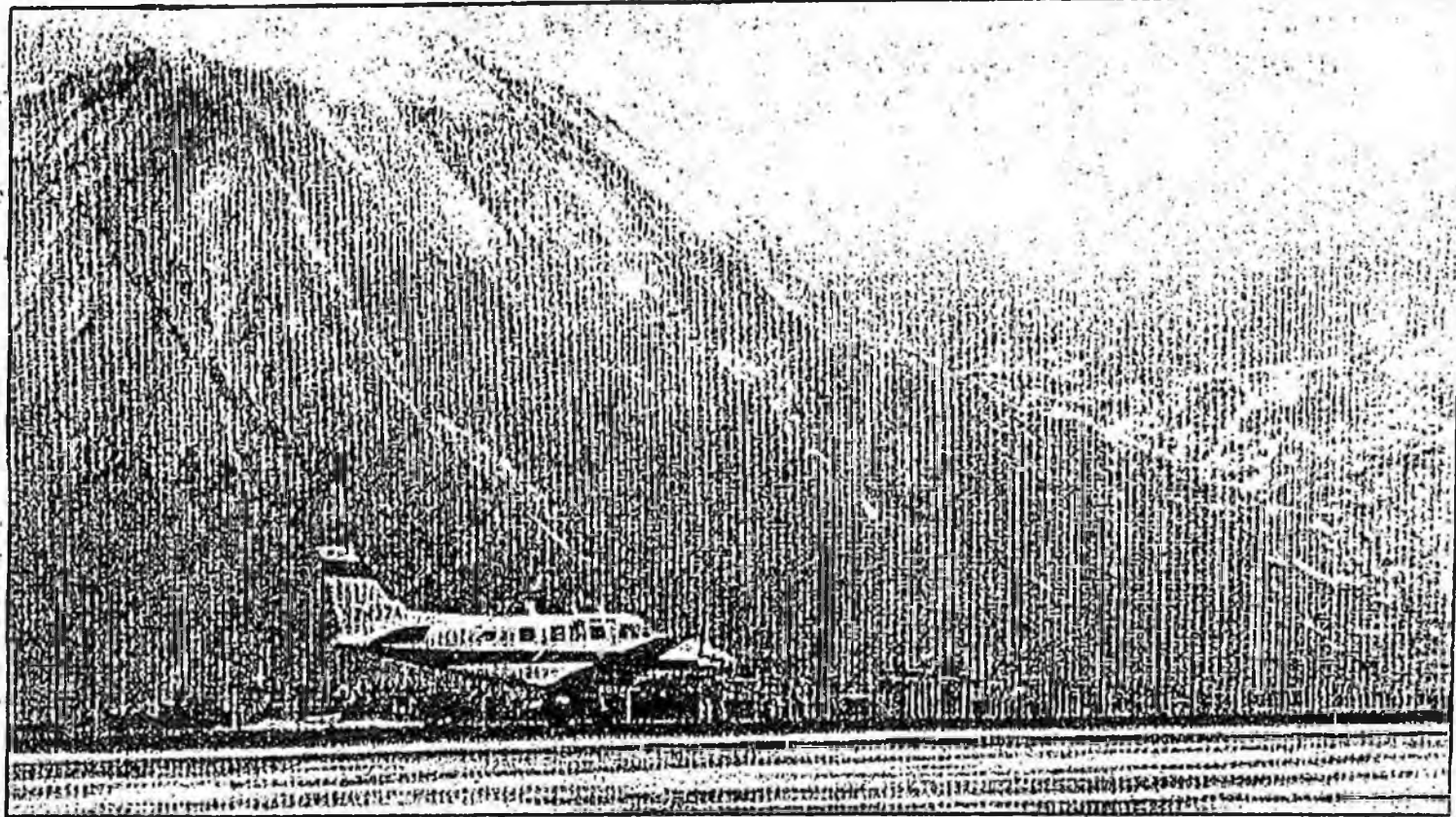
Madsen earned his commercial pilot license at 19. Hired by Harbor Air on the day he passed the exam, Madsen would spend the next couple of years flying around Prince William Sound. He made \$600 a month. "You couldn't keep a gnat alive on those wages," he laughed. But he got to fly.

Later, he was hired by Kodiak Airways in his early 20s, with the promise of flying a DC-4. Madsen's new job lasted until a management pilot assigned him to a 5 a.m. flight huttling the pilot around. Madsen abruptly replied that he wouldn't be getting up that early to shuttle the resident of the United States. He was fired at the same instant he quit.

Home in the Aleutians

In 1980, Madsen was hired by Virpac to fly a Grumman Goose in Unalaska. Not happy working for someone else, the independent Madsen obtained the certification to start his own air taxi service. By early 1983, Aleutian Air Ltd. was a reality.

Madsen started with an eight-passenger, tan-and-brown twin-engine Beechcraft B-1KS, christened



Alan DeMarban/The Fisherman

Tom Madsen sets down the "Aleutian Spirit" for one of its final landings in Unalaska.

blessing from Father Gromoff.

"On my very next flight out, could suddenly see all those things," Madsen stated in awe. "Hundreds of 'em."

Knowing your limits, flying safe

Madsen feels privileged to have flown here. Unalaska has afforded him that rare opportunity to pursue his own goals and to be his own person. A very private man, he is uneasy in the public eye.

But in the familiar atmosphere of the aircraft hanger, surrounded

any pilot flying in the Aleutians is the weather — the elements," Madsen said. "If you have to think twice about anything else, you shouldn't be flying here."

Madsen's wife, Stephanie, learned the hard way to never question her husband's judgment. Working together in Cordova, the Madsens had a charter scheduled to fly hunters to their camp. The weather became marginal. Tom refused to fly.

Stephanie Madsen, pressured by the impatient hunters standing in

be very unpleasant. Tom never wants anyone to remember a flight with him with anxiety or fear."

Having safely deposited their unsettled clientele, the plane hit a down draft on the return flight. Dramatically dropping altitude, everything that had been on the floor was suddenly on the ceiling. Stephanie Madsen's stomach followed suit. The pilot remained calm. The passenger didn't. "I never questioned his judgment again," she said.

Her faith in that judgment is now

Aleutians, things have changed. The high school in Unalaska has grown to the point where it no longer competes with smaller schools in the chain. After three years of handling the mail contract to Nikolski, Madsen let the contract go. And he has grown weary of delays due to the infamous weather, of canceling flights and losing precious time in the air.

When Stephanie Madsen was recently offered the opportunity to pursue her lobbying career in Juneau, they reviewed their

...to the Aleutian spirit: with a five-foot cargo door, his plane was the only one in the region to provide large cargo service. His first clients, related to the oil industry, had him flying seismic instruments, materials and propane to study stations throughout the Aleutians.

In 1986, he rented a Goose and went into direct competition with PenAir. It lasted until that December, when a storm forecast to blow to 50 mph delivered winds peaking at over 170 mph, Madsen said. Most of the tethers tying his plane down snapped. The Goose was totaled.

Undeterred, the determined Madsen leased a nine-passenger Beechcraft Queen Air. The extra seat meant he could handle the needs of the school district, flying high school teams to competitions on neighboring islands.

Madsen has always gone out of his way to meet the needs of residents in the region. Out of respect for the beliefs of his Alaska Native clientele, Madsen had his planes blessed in Russian Orthodox ceremonies. As the late Father Gromoff blessed both pilot and plane, Madsen felt his skin tingle.

"He asked the spirits to keep me safe. It was like he was really talking to them."

Gromoff gave him an icon to watch over him, which still sits in its place of honor in the cockpit.

Though not a particularly religious man, Madsen believes the blessing opened his eyes to the secrets and mysteries of the Aleutian islands.

"These islands are home to literally hundreds of ancient sites, villages, fish camps, burial locations," he said. "I could fly you right over them and you would never see them."

Neither could Madsen, until the

the radio controlled model planes he built himself, Madsen is clearly at home.

It is here that he has spent several years working on building a single engine, single passenger kit plane. The delicate wooden skeleton of the wings sit in hard contrast to the concrete walls of the hangar. He has hand-sanded the wood of the fuselage to the softness of skin.

His hands are those of a man well acquainted with such labor, the creases around his knuckles soaked in oil. Madsen is unusual in that he does most of the mechanical work on his planes himself, his intimate knowledge of his aircraft enhancing the quiet confidence he has in his ability.

Now, pushing 26,000 flight hours, Madsen's safety record speaks for itself. In 35 years of flying, he has never scratched a plane, never had an accident, never had a mishap.

The fact that so many of his flight hours have been in the Aleutians, a region notorious for quick and dramatic weather changes, makes that record even more impressive.

"The single biggest challenge to

his judgment.

"He said, 'OK, Stephanie, we'll go,'" she related, "on the condition that you fly with us."

Winds buffeted the little plane in all directions. Rain poured in sheets: Visibility was low.

"Tom won't ever go if he feels the chances of landing are less than 50 percent," she said. "He knew we would make it, but he knew it would

that if he were to ever not return from a flight, she would be at peace with it.

"I know it would be the way he would have wanted it," she said. "And I would know that whatever happened would have been beyond his control."

A chapter closes. Now, after 18 years in the

Unalaska to support what Tom wanted to do. Now they decided to support Stephanie's desires.

If the Madsens have one regret about leaving, it is the void they will leave in the safety net for those left behind. "I feel bad about that," said Stephanie Madsen, "and I worry about what will happen when Tom isn't there to fly someone out."

THANK YOU UNALASKA!

With special thanks to the sponsors of the unforgettable reception: Alyeska Seafoods, City of Unalaska, Iliuliuk Family and Health Services, UniSea and Westward Seafoods.

The Madsens may be leaving Unalaska but Unalaska will never leave our hearts. This has been home for 18 years and you have been our family!

Work will bring us back on occasion and we will visit but here is how to get a hold of us and we hope you do!

We will miss all of you ...
Unalaska is truly Unforgettable.

Tom, Stephanie, Haans and Melinda

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Everett, WA 98203
(206) 742-6933
FAX (206) 742-7875

THE MADSENS
10652 Porter Lane
Juneau, Alaska 99801
(907) 789-4191
(907) 789-5051 (Haans and Melinda)
tsmadsen@pobox.alaska.net

ALEUTIAN SEAFOOD PROCESSORS
213 3rd Street, Suite 112
Juneau, Alaska 99801
(907) 586-4643
(907) 586-4618 (fax)
aspa@alaska.net

Aviator's death hits Aleutians hard

Jeff Richardson

Dutch Harbor Fisherman

Tom Madsen, a bush aviator who achieved legendary status during his two decades in the Aleutians, was killed last Wednesday in a plane crash near Juneau International Airport.

Madsen, 52, was the only person

■ Madsen obit... Page 6

aboard his twin-engine Beech E-18S when it crashed about 600 feet from the runway after takeoff. Investigators are still trying to determine what caused the accident.

News of the crash rocked the

Aleutians, where Madsen had developed a reputation as a peerless aviator. For 18 years, he was the owner and chief pilot for Aleutian Air, a small Unalaska-based air taxi service.

"He was just something," said Augie Kochuten, who made frequent flights with Madsen to visit her relatives in False Pass. "I used to look at his blue

eyes and the blue sky, and think, 'This man was meant to fly.'"

Madsen served villages throughout the Aleutians, Pribilofs and southwestern Alaska, and became a vital transportation link in the region almost immediately after establishing his taxi service

See Crash, page 6



Tom Madsen

Crash...

Continued from page 1

in 1983. He was known as a generous, enthusiastic aviator who handled virtually every task from flying in Christmas presents to remote villages, transporting high school sports teams to away games, and delivering parts to disabled fishing boats.

All of the trips were made through the most treacherous conditions of the Aleutians, and all of them were successful. During his time in the Aleutians, Madsen noted that his planes never suffered a single scratch.

"You could go on and on about the things he'd do that nobody else could, just because of the type of pilot he was and the airplanes he had," said former mayor Frank Kelty.

Most of all, Madsen was known as a lifeline between Unalaska and the outside world. On countless occasions, he made emergency flights to Cold Bay for patients who needed to be medevaced to Anchorage.

"People are alive today because he flew into harm's way, and the alternative has always been certain death," said Jim Bird, a physician assistant at the Iliuliuk Clinic who accompanied Madsen on many lifeflights to Cold Bay.

One of his most legendary flights came in 1985, when 14-month-old Andrea Wilt accidentally swallowed a fatal dose of iron pills. Unless she reached a hospital in Anchorage,



Alex DeMarban/Dutch Harbor Fisherman

Tom Madsen, pictured in Dutch Harbor in early 1999 in the cockpit of "The Aleutian Spirit," was a safety net and supply line for the people of the Aleutian Islands.

doctors said she would likely die.

With 100 mph gusts blowing outside, every other pilot in Unalaska said it was too dangerous to fly the toddler out. After surveying the weather, Madsen volunteered.

After a harrowing, stomach-churning flight through the storm, Madsen safely delivered

Wilt and Bird at the Cold Bay airport. Bird credits the flight with saving the girl's life.

"We're just forever indebted," said Sinclair Wilt, Andrea's father. "It was a pretty awful feeling to be there on a night and not be able to do anything, and he stepped out to help us."

Aleutian Air closed in 1999, when Madsen

and his family moved to Juneau. He moved when his wife, Stephanie Madsen, accepted a job as a fisheries lobbyist.

A memorial citation in honor of Madsen is being co-sponsored by Rep. Carl Moses, D-Unalaska, and Rep. Bill Hudson, R-Juneau. It will be read on the House floor as a tribute to Madsen and his impact on Alaskans.

There is also an effort underway to name the Dutch Harbor Airport after Madsen. On Tuesday, the Unalaska City Council spoke favorably of the move, which would require an act of the state Legislature.

Councilman Gregg Hanson said that renaming the airport would be a fitting way to recognize a man who quietly added so much to Unalaska. "His impacts were huge on this community, but always in the background."

A memorial service for Madsen was held on Monday in Juneau. Remembrances may be made to either the Haans and Melinda Madsen Education Fund at Key Bank or Wells Fargo Bank, or to KAKM-Alaska Weather, in memory of Tom Madsen.

Madsen was preceded in death by his father, Alf Madsen, who was a legendary master guide on Kodiak Island. He is survived by his wife, Stephanie; his mother, L. Maxine Elliott of Medford, Ore.; brother, Brad Poland of Missouri; sister, Shari Howard and her husband Bill of Fairbanks; sons Tom Jr. and Haans; and daughter Melinda. Madsen also has numerous extended family members in Kodiak and friends throughout Alaska.

FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB523
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act naming the state airport at BRU Highways and Aviation
Dutch Harbor the Charles Madsen, Sr., Airport Component Central Region Highways and Aviation
 Sponsor House C&RA
 Requester House Transportation Component No. 564

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2002) cost: 0.0
 Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard, Assistant to Commissioner Phone 465-3904
 Division Commissioner's Office Date/Time 4/22/02 10:19 AM
 Approved by: Joseph L. Perkins, Commissioner Date 4/22/2002
 Agency Alaska Department of Transportation and Public Facilities