

HB

283

<TARGET><BILL>HB 283</BILL><SUBJECT>HB
283</SUBJECT><COMM>HFIN27</COMM></TARGET>

STATE OF ALASKA

OFFICE OF THE GOVERNOR

OFFICE OF MANAGEMENT AND BUDGET

SEAN PARNELL, GOVERNOR

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February 21, 2012

The Honorable Bill Thomas
Co-Chair, House Finance Committee
Alaska State Legislature
State Capitol, Room 505
Juneau, AK 99801-1182

The Honorable Bill Stoltze
Co-Chair, House Finance Committee
Alaska State Legislature
State Capitol, Room 515
Juneau, AK 99801-1182

Dear Co-Chair Thomas and Co-Chair Stoltze,

Thank you for the opportunity to present the Governor's budget requests before the House Finance Committee (Committee) on February 9, 2012. The following is in response to questions posed by the Committee during the overview for distribution to the members.

Capital Bill – HB 283

Representative Gara: What are the fund sources for the Bulk Fuel Upgrades?

The Governor's proposed FY2013 capital budget includes a \$7 million request to upgrade deficient bulk fuel facilities in rural communities. Of the request, \$5 million is from general funds and \$2 million from federal funds. These upgrades reduce fuel loss from leaks and spills and enable fuel to be purchased in greater quantities so that fuel costs are reduced.

Co-Chair Stoltze: Wouldn't it be preferable to retire the revenue bond debt issued for the sport-fish hatchery in Anchorage and shorten the life of the surcharge tax than reappropriate the funding?

Co-Chair Thomas: Why is the original scope of the capital project for the sport-fish hatchery in Anchorage changed to include operations? What has changed?

Clarification on the appropriation of the proceeds from the sale of the R/V Resolution in section 12(c) was also requested.

Please see enclosed response from Kevin Brooks, Director of Administrative Services of the Department of Fish and Game.

Representative Costello: How many runways are not up to standards?

Please see enclosed response from the Department of Transportation and Public Facilities on Certificated Part 139 Airport Runway Safety Area (RSA), Pavement, and Maintenance and Operations (M&O) Standards Status.

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The Honorable Bill Stoltze
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GO Bond Bill – HB 286

Several members had questions regarding earnings assumptions during the discussion regarding the GO Bond Bill. Please see the enclosed document “Savings and Earnings Assumptions” prepared by the Department of Revenue.

Supplemental Bill – HB 307

Representative Gara: Why is the board travel request of \$244.0 for the Division of Corporations, Business, and Professional Licensing (CBPL) so large?

The FY2011 and FY2012 requests for board-related travel and approximately \$21.0 of non-board requested travel exceeded \$500.0. Actual travel costs were approximately \$400.0 while the travel line budget was about \$250.0. FY2012 projected travel requests are \$551.0 with a travel line budget of \$306.4.

In FY2011, in response to growing concerns regarding audit and accounting issues, CBPL implemented a strategy to maintain actual travel costs closer to the amount budgeted for travel. This resulted in less board requested travel being approved and growing concern that boards would not be able to maintain the education and knowledge required to maintain current national standards for the professional licensing programs. The costs of regulating professions, including this travel request, are funded through licensing fees (receipt supported services).

Representative Wilson: Comprehensive System of Student Assessment Contractual Costs – is this new contract work or an increase to an existing contract?

The \$1 million request consists of \$500.0 for the existing assessment contract and a \$500.0 for the first year of the English Language Learners assessments.

The existing contract increased \$250.0 in both FY2011 and FY2012, however no additional funding was included in the budget. The English Language Learners costs were inadvertently overlooked for consideration in the FY2012 budget process.

Both assessments are vital to the Comprehensive System of Student Assessments. The FY2013 Governor’s budget includes \$750.0 for modified contractual support for these costs.

Representative Dugan: What evaluation has been made to continue services/enforcement services that will no longer continue to be funded with federal receipts through the Department of Transportation and Public Facilities?

The Department of Public Safety believes the Bureau of Highway Patrol should continue to be funded with general funds as federal funds decline. The Bureau of Highway Patrol has proven an effective enforcement tool in both highway safety corridors in targeted enforcement during high traffic periods such as summer holidays. Reductions in federal funding for these enforcement efforts had been anticipated and reflected in the FY2012 and FY2013 10-Year Plans.

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Representative Thomas: Is the Exxon Valdez Oil Spill Settlement funding appropriate for the Department of Natural Resources' Parcel Purchase on Kenai River Mile 11?

Yes, the Exxon Valdez Oil Spill settlement funding is an appropriate source for this project. In 1993, the Exxon Valdez Trustee Council (Council) created a boundary of the spill affected area from the oil spill. This took into consideration that returning sockeye salmon (and other injured and recovering species) in the Kenai River were also an affected resource as well as their rearing habitat.

The Council has purchased eleven parcels along the Kenai River since 1995. The decision to purchase parcels for the Habitat Protection Program is made by unanimous consent of the six Trustees.

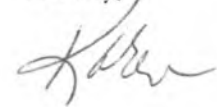
Please see the enclosed Exxon Valdez Oil Spill Council Small Parcel Process and map of the Exxon Valdez Spill Affected Area.

Representatives Costello and Neuman: Asked how much the estimated carryforward amount is for the term year extension requested for the Department of Natural Resources' appropriation for permitting and application processing related to the State natural gas pipeline right-of-way work to bring North Slope natural gas to market.

The estimated carryforward amount of the appropriation for the permitting and application process related to gasline right-of-way work to bring North Slope natural gas to market is into FY2013 is \$1,177.3. This funding will continue the light detection and range data collection project along potential gas pipeline right of ways. The work is expected to be completed by the end of FY2013.

If you or the Committee have additional questions please do not hesitate to contact me.

Sincerely,



Karen J. Rehfeld
Director

Enclosures

1. Response to Department of Fish and Game questions from Kevin Brooks
2. Certificated Part 139 Airport Runway Safety Area (RSA), Pavement, and Maintenance and Operations (M&O) Standards Status prepared by the Department of Transportation and Public Facilities
3. Savings and Earnings Assumptions prepared by the Department of Revenue
4. Exxon Valdez Oil Spill Council Small Parcel Process
5. Map of the Exxon Valdez Spill Affected Area

cc: David Teal, Director, Legislative Finance

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF FISH AND GAME

Division of Administrative Services

P.O. BOX 115526
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FAX: (907) 465-6078

February 14, 2012

The Honorable Bill Stoltze
Co-Chairman, House Finance Committee
State Capitol, Room 515
Juneau, AK 99801

Dear Representative Stoltze:

This is a follow-up to questions raised at the House Finance Committee hearing on Thursday, February 9, 2012, related to sport fish hatcheries and the reappropriation language found in the capital budget bill, HB 283, section 12.

The William "Jack" Hernandez Hatchery in Anchorage and the Ruth Burnett Hatchery in Fairbanks are both operational and producing fish and we expect the first releases from these facilities this summer and fall. The hatcheries were constructed using a combination of general funds, federal funds and bond proceeds as follows:

	WJ Hernandez Hatchery-ANC	Ruth Burnett Hatchery-FBKS	Total-Both Hatcheries
Bond Funds	23,016,800	39,123,200	62,140,000
Bond Interest	5,980,778	-	5,980,778
General Funds	70,640,000	-	70,640,000
Federal Funds	-	6,433,616	6,433,616
Total	99,637,578	45,556,816	145,194,394

Bond funds have been used for construction costs. The proceeds generated by the sport fishing facility surcharge established in AS 16.05.340(j) have consistently been used to pay the debt service on bonds. Additionally, a bond re-finance conducted by the Department of Revenue in December 2011 achieved a net present value savings of \$2.7 million, and shortened the anticipated maturity date by 3 years, from 2026 to 2023.

The language found in HB 283, section 12(b) seeks to reappropriate \$5 million unexpended general funds from the Anchorage Hatchery CIP to the fish and game fund, where it would be available for future appropriation by the Legislature. The FY13 operating budget request for the Division of Sport Fish is just under \$50 million, with \$4.2 million (8.5%) in a separate component for hatchery operations. The division is funded by a combination of federal funds (47%), fish and game funds (27%), general funds (13%) and other funds (12%).

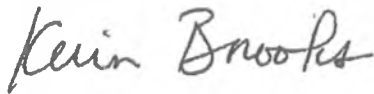
The division has experienced revenue shortfalls in fish and game funds of \$2.844 million from FY 2008 to FY 2011; and federal aid funds (Dingell-Johnson) of \$2.734 million from FY 2009

to FY 2012. This combined shortfall of \$5.6 million is what prompted the department's request to reappropriate the remaining unspent general funds from the hatchery CIP. No bond proceeds are included in this request.

Finally, section 12(c) is related to a \$3.4 million general fund request to replace the Research Vessel Resolution that is included in the department's capital budget for the Division of Commercial Fisheries. This language would allow for the proceeds from the sale of the old vessel to be used for the purchase and outfitting of the new vessel. This subsection is unrelated to section 12(a) and 12(b).

If you have any questions or require additional information, please contact me.

Sincerely,



Kevin Brooks
Director

cc: Representative Bill Thomas
Co-Chairman, House Finance Committee

House Finance Committee Members

Cora Campbell, Commissioner
Alaska Department of Fish and Game

Charlie Swanton, Director
Division of Sport Fish

Karen Rehfeld, Director
Office of Management and Budget

Alaska Department of Transportation and Public Facilities (DOT&PF)
Certificated Part 139 Airport Runway Safety Area (RSA), Pavement, and
Maintenance & Operations (M&O) Standards Status

February 15, 2012

The DOT&PF owns and operates 21 Certificated Part 139 airports, where the Federal Aviation Administration (FAA) allows certificated aircraft with 30 seats or more to operate. The Boeing 737 and the Bombardier Dash 8 are two common certificated aircraft with 30 seats or more that operate in Alaska.

Part 139 Certificated airports must meet and maintain prescribed standards set by the FAA. The State is addressing below standard compliance in three areas: establishment of Runway Safety Areas (RSAs), meeting minimum Pavement Condition Index (PCI), and response to Letters of Correction (LOCs) resulting from formal inspections by FAA Flight standards.

Congress has mandated that all Certificated Part 139 airports meet the FAA's Runway Safety Area (RSA) standards by 2015. We have either achieved these RSA standards or these improvements have been funded for construction to the extent that FAA deems practicable at 15 of these airports. Of these 15 airports, the RSA improvement construction is complete at 13 airports. Six of the DOT&PF's Certificated Part 139 airports have RSA improvements yet to be funded.

In addition to the above airports, DOT&PF has property interest in the following 3 Certificated Part 139 airports, but does **not operate** them:

- DOT&PF owns one Certificated Part 139 airport (Ketchikan) which is leased to the Ketchikan Gateway Borough, who operates the airport. The RSA improvements have been completed at this airport to meet FAA standards.
- DOT&PF has a lease from BLM for 2 airports (Prospect Creek and Galbraith Lake on the Dalton Highway), which are operated and maintained by Alyeska Pipeline Service Company. The RSA improvements to these 2 airports have not been funded to date.

The FAA has prescribed pavement standards; the Pavement Condition Index (PCI) for all airports with paved runways. Twenty six of DOT&PF's 67 paved airports currently meet this FAA standard. The Alaska environment is tough on pavement and there are 22 airports with paved runways that are currently below the FAA standard. Seven of these 22 airports are Certificated Part 139 airports. The department has developed a pavement improvement program and is seeking federal funds for pavement improvements. This is a long term process, since pavement condition for any airport normally degrades annually. An emphasis

and increased funding for pavement preservation work will reduce the normal annual degradation.

There is another aspect to FAA compliance that relates to M&O: Part 139 Certificated Airports also receive inspections from the FAA's Flight Standards in which we are held to rigorous safety and operations criteria. If something is found to be out of standard, the inspector will issue a letter of correction. We must then formally respond to that LOC with our plan and timeline to correct the deficiency. We do receive LOCs from time to time, as do all airport sponsors. These issues are typically minor in nature and corrected without much fanfare.

The majority of our rural airports are non-certificated, meaning the FAA does not hold the state to the rigors of Part 139 standards via formal FAA inspections or otherwise. However, the FAA expects the state to maintain a safe airport. The current leadership team in DOT&PF is developing clear and measurable minimum standards tied to the mission of providing safe airports within our rural airport system. Currently "acceptable" is subjective based on the, "eye of the beholder". Such subjectivity can, and has, led to friction between users and operators. As DOT&PF is developing these standards, they are engaging aviation stakeholders to ensure they get them right. Specific and measurable standards will provide better consistency in DOT&PF's budgeting effort to maintain and operate the infrastructure they own.

Department of Revenue
Savings and Earnings Assumptions
February 10, 2012

- Investment earning assumptions and forecasts are based on the asset allocation we have made for each fund and on information supplied by the State's investment consultant.

- The General Fund and Other Non-Segregated Investments (GeFONSI) is a treasury pool with more than 100 participants. GeFONSI has a short (1 year or less) time horizon and a high demand for liquidity. The primary participant in GeFONSI is the State's General Fund. Other major funds with participations in excess of \$500 million include:
 - Statutory Budget Reserve Fund
 - Public Education Fund
 - Alaska Housing Capital Corporation
 - Alaska Housing Finance Corporation

- GeFONSI had a total balance as of December 31, 2011 of \$9,207,700,000. The FY2012 return (6 months ending December 31, 2011) is 0.89%. The forecast return is 3.20%.

- The Constitutional Budget Reserve Fund – Main Account requires liquidity but has a slightly longer time horizon than GeFONSI.

- The CBRF – Main Account had a total balance as of December 31, 2011 of \$5,290,600,000. The FY2012 return (6 months ending December 31, 2011) is 2.08%. The forecast return is 3.40%.

- The Constitutional Budget Reserve Fund – Subaccount was created in 2000, requires significantly less liquidity than the CBRF-Main Account and has a 5 year time horizon.

- The CBRF - Subaccount had a total balance as of December 31, 2011 of \$4,955,400,000. The FY2012 return (6 months ending December 31, 2011) is -4.07%. The forecast return is 6.85%.

**Exxon Valdez Oil Spill Trustee Council
The Small Parcel Process**

The Exxon Valdez Oil Spill (EVOS) Trustee Council will consider small parcel nominations focusing on the acquisition of small parcels, generally less than 1,000 acres in size, designed to restore, replace, or enhance the recovery of resources and associated services injured by the Exxon Valdez Oil Spill.

Acquisition of small parcels prevents further injury to those species and services injured by the oil spill and enables populations to recover and sustain recovery objectives. Proposals for consideration by the Council should address those species identified by the Council as "not recovering," "recovery unknown," or "recovering," and/or the services supported by these species.

Injured Resources and Associated Services*

Injured species:

Not Recovering	Recovery Unknown	Recovering
Common Loon	Cutthroat trout	Clams
Cormorant	Dolly Varden	Designated Wilderness
Harbor Seal	Kittlitz's murrelet	Intertidal communities
Harlequin duck	Rockfish	Killer whale (AB pod)
Pacific herring	Subtidal communities	Marbled murrelets
Pigeon guillemot		Mussels
		Sea otter
		Sediments

Associated injured services:

Recovering
Recreation
Commercial Fishing
Passive Uses
Subsistence

*As outlined in the Injured Resources and Services List, 2002 (amended 2003).

The Small Parcel Program will enhance the recovery of resources and services injured by the Exxon Valdez Oil Spill. It is not intended to impede commercial development nor is it intended to impede the development of subsurface rights held by individuals, corporations, or by the state when not acquired with EVOS funds.

Nomination of Parcels

A parcel may be nominated by an individual, organization, or local government for consideration by The Trustee Council through a sponsoring agency. A sponsoring agency

is any state or federal agency that has the statutory authority to acquire and/or manage land and is willing to manage the proposed parcel. To ensure that a parcel is a viable nomination, the following Threshold Criteria must be met before any nomination will be further considered by the Trustee Council:

1. The parcel must be located within the oil spill area.
2. A parcel must have a willing seller. (A parcel may be nominated by another individual or organization but must have the consent of the owner of the property)
3. The seller acknowledges that the governments will only acquire property rights at or below fair market value.
4. The parcel must be linked to the restoration of one or more of the above listed resources and/or associated services.
5. The parcel can reasonably be incorporated into a sponsoring agency's existing land management systems.

Nomination forms are available from the Exxon Valdez Oil Spill Restoration Office. When nominating a parcel the sponsoring agency must be identified and its approval secured prior to preparing a proposal. Completed nomination forms must be submitted to the Exxon Valdez Oil Spill Restoration Office. A copy should also be provided to the sponsoring agency's EVOS liaison. The EVOS Restoration Office will maintain a record of all parcel nominations and provide an initial review of compliance with the Threshold Criteria.

Sponsoring Agencies:

- US Forest Service
- US Fish and Wildlife Service
- National Park Service
- Alaska Department of Natural Resources
- Alaska Department of Fish and Game
- Bureau of Land Management

Trustee Council Proposal

If the nomination has met the Threshold Criteria a formal proposal will be developed with the sponsoring agency. The proposer should also work with the Restoration Office to schedule presentation of the proposal at an appropriate Trustee Council meeting. The proposal should be designed for presentation to the Trustee Council at a public meeting and should address the following evaluation criteria:

How is the parcel linked to injury?

- Occurrence – the parcel contains key habitats/sites that benefit the recovery of injured resources or service.
- Uniqueness – key habitats/sites on the parcel are unique in relation to key habitats/sites off-parcel or within the region.
- Connectedness – the habitats/sites linked to injured resources or services on the parcel are connected to other elements or habitats in the greater ecosystem.

- Quality –the parcel has high levels of production, diversity, use levels or other measures of habitat richness?

What is the restoration potential of the parcel?

- Key habitats or sites on the parcel are vulnerable to or potentially threatened by disturbance or habitat loss.
- Key habitats or sites on nearby lands are vulnerable to or potentially threatened by disturbance or habitat loss from development of the subject parcel.
- Key habitats or site on the parcel are protected from incompatible adjacent land uses.
- Recovery of the injured resources or services would benefit from protection in addition to that provided by the owner and applicable laws and regulations.

How will management of the parcel contribute to recovery?

- Acquisition of the parcel will allow for enhancement of injured resources and or services.
- The parcel has strategic value to protect or provide access to key habitats or sites that occur on or beyond the parcel's boundaries.

How will acquisition of the parcel benefit the public and the local community?

- The parcel contributes to the social and cultural values of the local community.
- Acquisition of the parcel contributes economic benefits to the community.
- Acquisition of the parcel provides enhanced public access to resources.
- Acquisition of the parcel supports traditional or subsistence use.

A proposal addressing as many of the above referenced issues, as appropriate, should be developed according to the following format:

Proposal Format

Header Information:

- Parcel Name
- Parcel Owner
- Physical Location
- Acreage
- Legal Description
- Sponsoring Agency, including contact information

Narrative:

- Describe the **physical characteristics** of the subject parcel, adjacent land ownership patterns, existing use of the subject parcel, and any potential threat to the subject parcel or the resources/services it supports.
- Describe the **linkage to restoration** of injured resources and services by addressing the evaluation criteria listed above as appropriate. Note that not all

issues will be relevant to every parcel. Each parcel is unique and will have unique characteristics and differing restoration values.

- Describe **proposed management** of the subject parcel, including protection efforts and anticipated public use and access.

Attachments:

- Vicinity map of the subject parcel.
- Site map of the subject parcel.
- Appraisal summary if available.
- Other information deemed useful in presenting a clearer picture of the benefits of the subject parcel such as photographs or statements of support from members of the community or public at large.
- Draft budget estimating costs of acquisition such as appraisals, title insurance, closing costs, agency due diligence and cost of the parcel if there is a Trustee Council approved appraisal.

Most proposals will not have appraisals or complete title information at the time of submittal to the Trustee Council. However, the Council will likely be interested in developing an understanding of the anticipated cost of acquisition of the parcel being presented. The Council will, should it choose to pursue a particular parcel, provide funds to the sponsoring agency to cover the costs of appraisals, title insurance, title review, hazardous materials review and other tasks necessary for the state or federal governments to perform due diligence prior to accepting an interest in land. It is advisable to have a proposed budget developed for discussion at the Trustee Council presentation.

Authorization to Proceed with Negotiations

The Trustee Council will review the proposal and if supportive, authorize the state or federal government to enter into negotiations with the owner of the parcel. (Authorization to Proceed with Negotiations) The sponsoring agency will secure a preliminary commitment for title insurance (if not previously secured), conduct a preliminary site inspection looking for potentially hazardous materials, and secure an appraisal of the parcel being considered. Negotiations will proceed based upon the results of the appraisal, if preliminary title and HAZMAT review reveal no obvious difficulties for the acquiring agency.

Approval to Purchase

If agreement on a purchase price is reached through negotiations with the landowner, the proposal, including cost of the parcel, will be brought back before the Trustee Council for consideration. At this time, the Trustee Council will either approve by Resolution or reject the proposal. If approved, the sponsoring agency will take steps necessary to perform due diligence on behalf of either the state or federal governments, and move toward closing the acquisition.

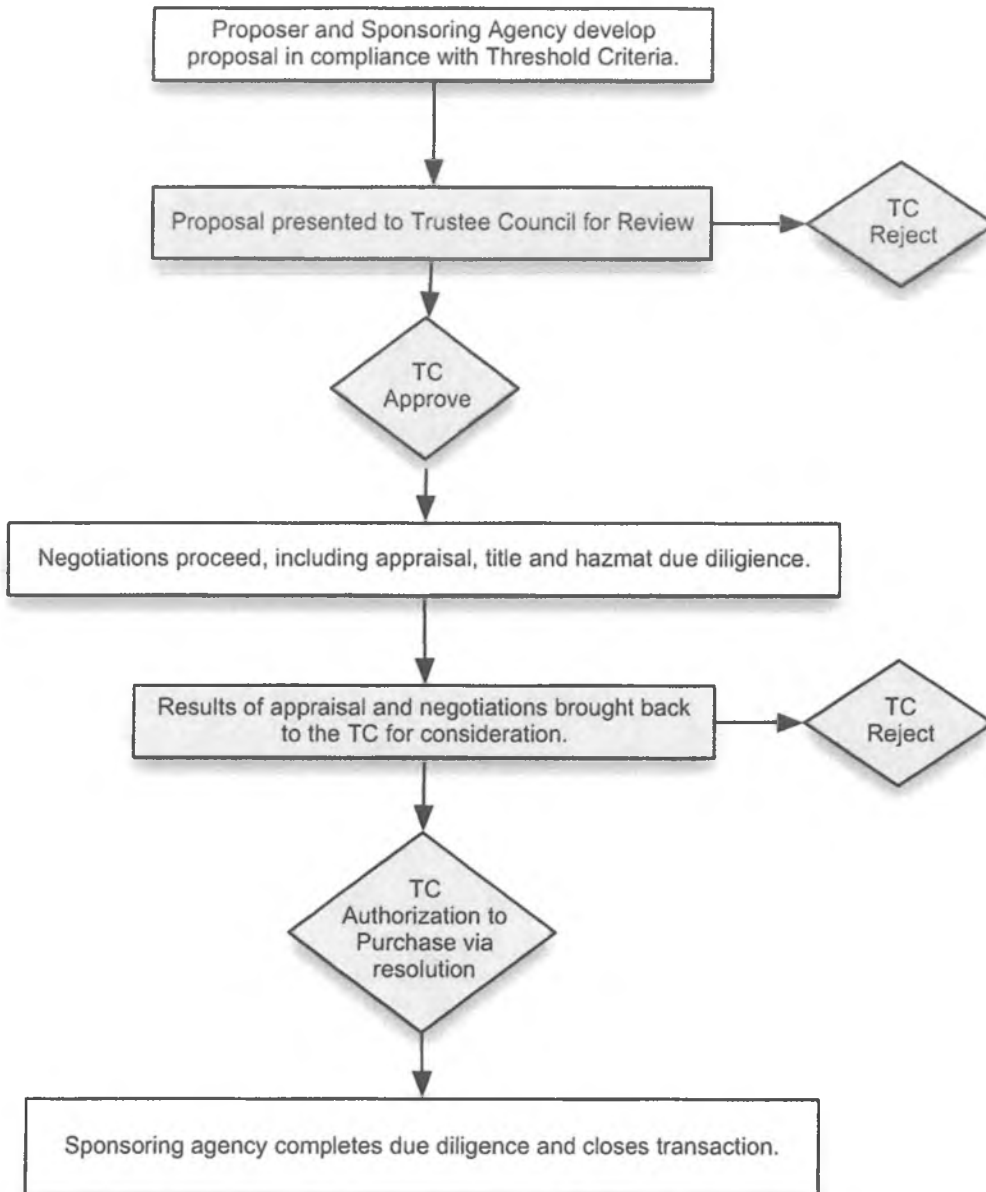
Closing

The following documents are required to complete the acquisition:

- A reviewed and approved appraisal conforming to USFLA and USPAP and Trustee Council appraisal instructions (Attached).
- Trustee Council Resolution authorizing purchase.
- Satisfactory evidence of clear title, including title insurance (required by acquiring agency)
- Satisfactory hazardous materials assessment (required by State and Federal land acquisition procedures)
- NEPA compliance
- Any other requirements set forth in the Trustee Council Resolution authorizing purchase of the subject parcel.

The EVOS Restoration Office will confirm and certify that all documentation is complete prior to requesting the Department of Law and the Department of Justice submit a request for the release of funds from the Court. Typically a title company will assist in closing the transaction. Following closing and recordation of documents, state and federal agencies will follow appropriate procedures to incorporate acquisitions into existing land management systems.

Exxon Valdez Oil Spill Trustee Council Small Parcel Process



**Exxon Valdez Oil Spill Trustee Council
Small Parcel Program
Parcel Nomination Form**

Part 1: Landowner Information

Landowner:	
Address:	
Phone:	
Email:	
Co-owner:	
Contact Information:	
Other contacts/agent:	
Contact Information:	
Subsurface owner:	

Part 2: Parcel Information

Legal Description of Property:

Approximate acreage of parcel:

General Description of Property:

Is your property located within or adjacent to a State or Federal Park , Refuge or National Forest or other public land unit ?

If so, which?

Please describe any improvements or development on the parcel.

Are there any hazardous materials on the property such as waste oil, mine tailings, dump, etc? Yes No Unknown

If yes, please describe.

Please explain why you are nominating this parcel.

Please provide additional documentation such as surveys, photos, maps, a copy of the deed, etc that you feel would provide additional information regarding your parcel nomination.

Part 3. Threshold Criteria

All sellers MUST be willing sellers.

Is your parcel located within the oil spill area (see attached map)? Yes No

Are you willing to sell your parcel at fair market value? Yes No

Are there any injured species or associated services that occur on or are affected by your property? Yes No

If yes, please describe:

In order to proceed, a sponsoring agency, one that is able and willing to manage the parcel should it be selected for purchase, must be identified.

Sponsoring Agency:

Signature of Proposer: _____ Date: _____

Signature of Landowner: _____ Date: _____

Signature of Co-owner: _____ - Date: _____

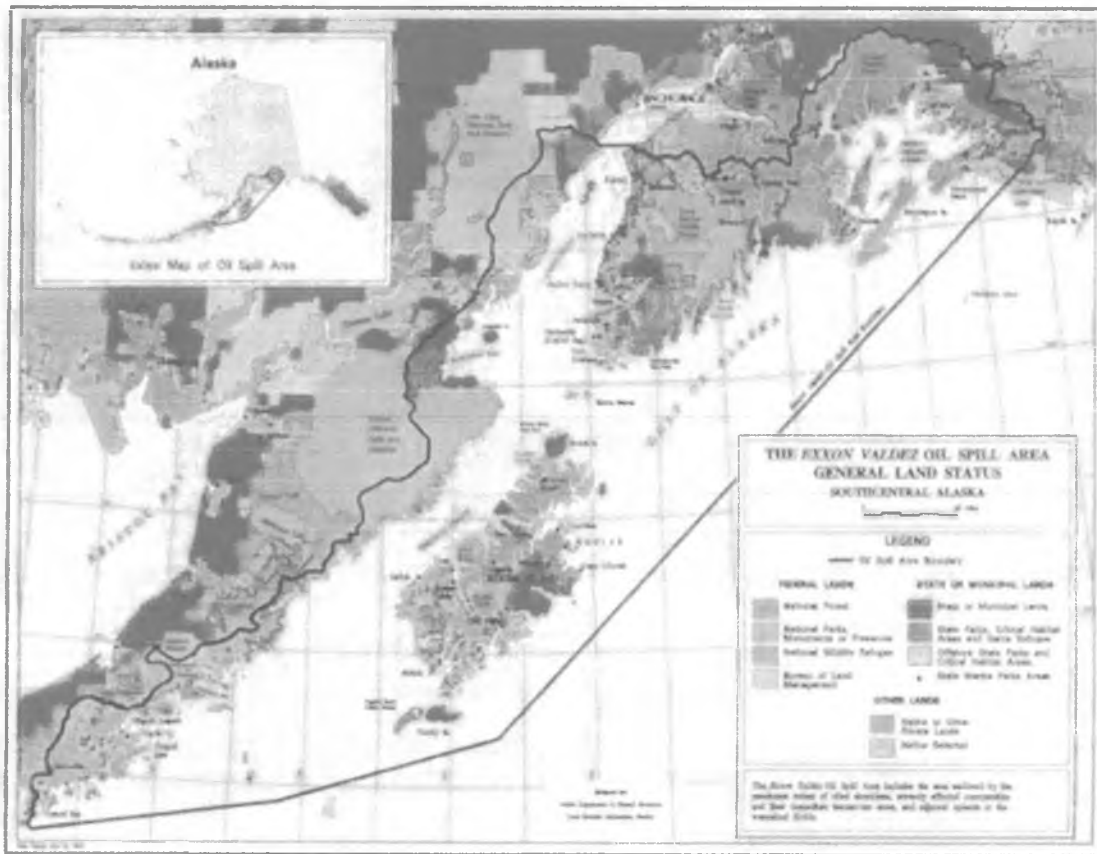
Signature of Sponsoring Agency: _____

Name: _____ Title: _____

NOTE: A nomination does not bind you to sell your land, nor does it bind the Trustee Council to purchase your land. Each parcel should be presented on a separate nomination form.

Please submit nomination forms to both the sponsoring agency and the Exxon Valdez Oil Spill Trustee Council 550 W. 5th Ave., Suite 500, Anchorage, AK 99501.

Map of Spill Affected Area:



Injured resources and associated services*

Injured Species:

Not Recovering	Recovery Unknown	Recovering
Common Loon	Cutthroat trout	Clams
Cormorant	Dolly Varden	Designated Wilderness
Harbor Seal	Kittlitz's murrelet	Intertidal communities
Harlequin duck	Rockfish	Killer whale (AB pod)
Pacific herring	Subtidal communities	Marbled murrelets
Pigeon guillemot		Mussels
		Sea otter
		Sediments

Associated injured services:

Recovering
Recreation
Commercial Fishing
Passive Uses
Subsistence

*As outlined in the injured resources and services list, 2002 (amended 2003)

Small Parcel Program Sponsoring Agencies:

Chief of Realty
US Fish & Wildlife Service
1011 East Tudor Road
Anchorage, AK 99503
907-786-3463

EVOSTC Liaison
AK Dept of Natural Resources
Commissioner's Office
550 West 7th Ave., Ste 1400
Anchorage, AK 99501
907-269-8425

Chief, Division of Realty
US Fish & Wildlife Service
1011 East Tudor Road
Anchorage, AK 99503

EVOSTC Liaison
AK Dept of Fish & Game
333 Raspberry Rd.
Anchorage, AK 99518
907-267-2277

EVOSTC Liaison
Chugach National Forest
3301 C Street, Suite 300
Anchorage, AK 99503
907-743-9521

Lands Specialist
US Forest Service
3301 C St., Ste. 300
Anchorage, AK 99503
907-743-9521

Lands and Realty Chief
Bureau of Land Management
222 West 7th Ave., #13
Anchorage, AK 99513
907-271-3231

Small Parcel Acquisition Program Working Group

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mark_kuwada@fishgame.state.ak.us

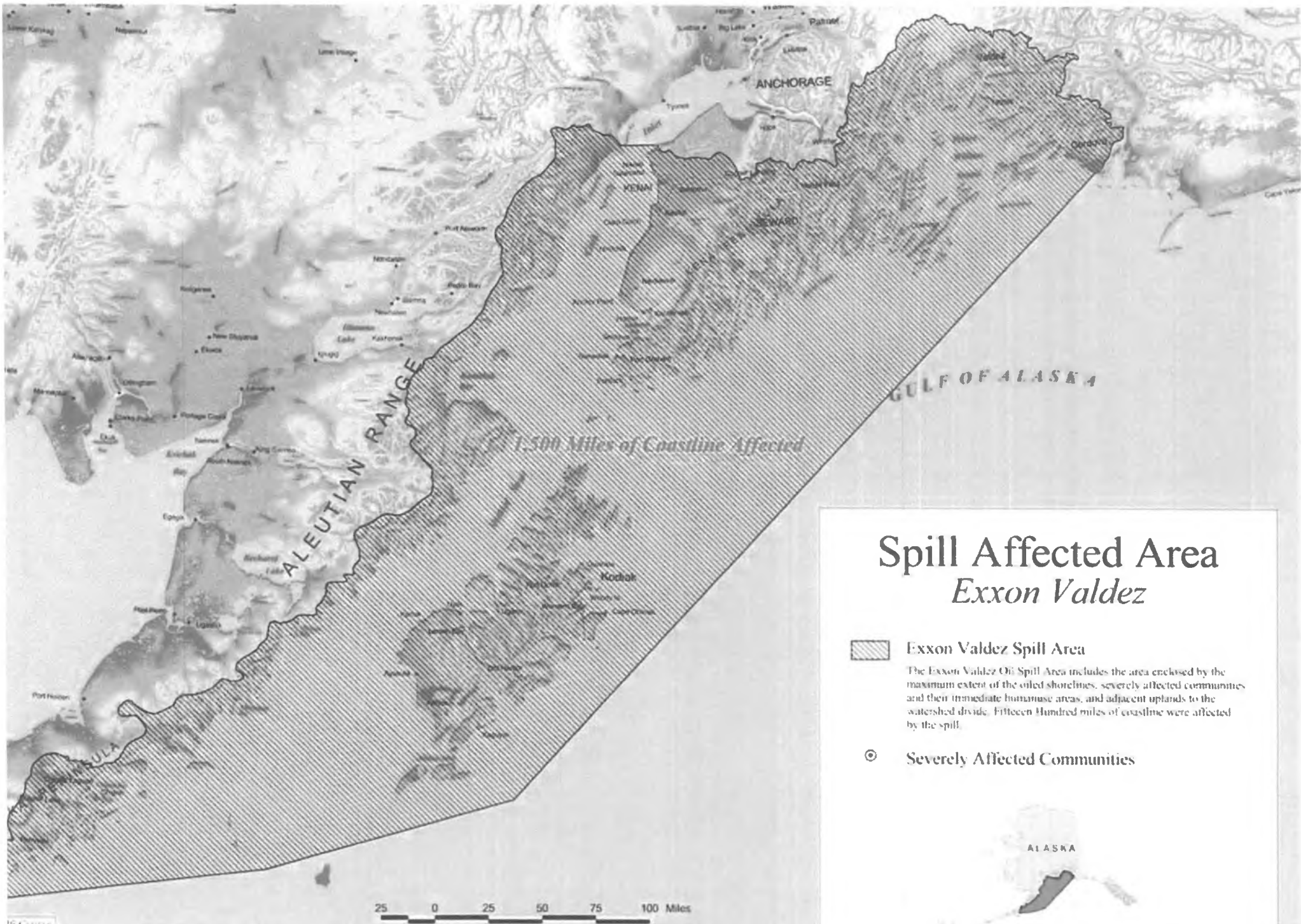
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ruth_bauman@evostc.state.ak.us

Stacy Studebaker
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Gail Phillips
Executive Director, EVOS
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Anchorage, AK 99501
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gail_phillips@evostc.state.ak.us

Bureau of Land Management
222 West 7th Ave., #13
Anchorage, AK 99513
Attn: AK930
907-271-3231



Spill Affected Area *Exxon Valdez*



Exxon Valdez Spill Area

The Exxon Valdez Oil Spill Area includes the area enclosed by the maximum extent of the oiled shorelines, severely affected communities and their immediate human use areas, and adjacent uplands to the watershed divide. Fifteen Hundred miles of coastline were affected by the spill.



Severely Affected Communities



Alaska State Legislature
HOUSE FINANCE COMMITTEE

Agenda
1:30 PM

Thursday, February 16, 2012

HB 283- BUDGET: CAPITAL

HB 307- SUPPLEMENTAL/CAPITAL/OTHER APPROPRIATIONS

Discussion of the Governor's FY2013 Budget Amendments

Karen Rehfeld, Director, Office of Management and Budget