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| Leg. Finance - House & Senate Finance Comte Files (1973-74) | 8879 |
| SB 350 cont., 350am, 351, 351am | 297 |

out again, that to date the taxpayers of the City of Anchorage have borne the entire debt service in funding at the Port of Anchorage. We do not think that it is reasonable to expect that this practice be continued in light of the hinterland we serve. We believe that State funding in support of marine terminal facilities is definitely for the general good of the State, and that recognizing the need for this funding is long past due.

We would suggest to you in preparing legislation to provide for State funding of marine terminal facilities, that careful consideration be given to the formula provided for the allocation of funds.

We believe that the formula should take into account the population served by the facility and not just the population of the owning local government. Obviously, in the majority of cases, there will be a larger benefited population.

We believe that the formula used for the allocation of funds should be uniformly applied throughout the State. It must be recognized that the size of the governmental unit is not necessarily any indicator of the financial capability of that unit to provide for capital expansion.

Thank you Mr. Chairman for the opportunity to appear on this matter.

MEMORANDUM

THE CITY AND BOROUGH OF JUNEAU

CAPITAL OF ALASKA

155 SOUTH SEWARD ST. JUNEAU, ALASKA 99801

TO: State Affairs &
Finance Committee

DATE: February 21, 1974

FILE NO.

SUBJECT: Senate Bills 350 - 351
House Bills 586 - 587

FROM: The City & Borough of
Juneau

The City & Borough of Juneau is unable at this time to present a proposal for construction of port facilities for Juneau.

We have just had a study completed by CH2M Hill Alaska for a waterfront plan for our community. As this plan has just been submitted it has not been approved or accepted by the Port Commission or the Assembly.

The City & Borough would like to go on record in support of Senate Bills 350 & 351 and the companion House Bills 586 & 587.

All communities in Alaska require some type of state aide to develop their port facilities. The state in recent years has taken great strides to improve our road system and airports throughout Alaska, but outside of the States Marine Transportation system little has been done to assist communities in developing port facilities which handle the bulk of goods received or shipped by any community.

Anchorage has developed an excellent port facility. They are able to do this because they brought all shipping thru one facility and developed a sizeable staging area where materials could be stored until routed to their proper destination.

You have or will hear testimony that the Port of Anchorage needs state assistance to further develop their port facilities. I think most of you realize that Anchorage is a late comer to direct waterborn transportation. Whereas, the rest of the sea coast communities have been receiving the bulk of their supplies by ship or barges for years. Most of the development of port facilities throughout the state has been by private corporations for their own benefit. Most small communities have not had the ability or opportunity, as Anchorage has had, to start from scratch and develop a port facility which can be used by all types of waterborn transportation.

Juneau presents an ideal example. At present there are seven (7) port facilities available in Juneau. Five (5) docks and two (2) barge terminals.

One barge terminal is locally owned and rents it facilities to anyone who wishes to use them. The other barge terminal is owned by Foss Alaska and is used only by that company. Two docks are owned by oil companies and used for tankers only. One dock is owned by the government and controlled by the U.S. Coast Guard and U.S. Fish & Wildlife. Because of the deteriorated condition of the dock and because of extensive use by government vessels it is available only for government use.

This leaves two (2) docks available for commercial use. The Alaska Steamship/Juneau Cold Storage Dock is limited in use because of the deteriorated condition of Alaska Steams' portion and because the Juneau Cold Storage Company refuses to allow vessels using the Alaska Steam Dock to extend into their portion of the dock.

The Juneau city dock/ferry terminal is owned by the City and Borough. We can handle vessels up to 600 feet. Because our dock is primarily for the Alaska Marine Highway System other commercial users are limited to an average of 18 hours in any 24 hour period. Also, we lack suitable storage areas whereby a barge operation could make excellent use of the facility, but are unable to store any vans on the premises because it interferes with the Marine Highway System operation.

Juneau has two (2) possible options; develop totally new facilities which can be used by tour ships, barge operation, ferries and other private companies, or try to consolidate the Alaska Steam/Juneau Cold Storage dock with the city dock/ferry terminal and include adequate storage area.

One area very important to Juneau is tourism. The 1974 tour season which is from May to the end of September will have 106 calls by tour vessels. Of the 106. 49 of the calls are by vessels over 500 feet in length.

In 1972 only 15 calls were made to Juneau by the larger vessels. In 1973 we increased to 36 and in 1974 it will be 49. There are other cruise lines which are considering entering the Alaska market so we could still anticipate further growth.

We are expecting to have 50,000 tourist arrive on these vessels in 1974. The average stay in Juneau for these larger vessels is 10 hours. When the vessel is tied up to the dock and passengers are able to walk up town our economy is helped considerably. When a vessel must anchor up and lighter the passengers ashore you can notice the difference in the number of passengers who come ashore. They will come ashore once, take the trip to the Glacier, go back aboard the vessel for dinner and you don't see them again. So it is to our advantage and the advantage of the community depending on tour vessels to be able to dock these ships.

In light of what has been said, I would like to address certain sections of the enabling legislation.

Section 30.30.020(a)(1): I believe the word "economically" should be removed. If port facilities were economically feasible I feel that every sea coast community would have developed some type of port facility by now.

I believe it is more important that the community demonstrate its ability to finance its local share and that they are able and willing to maintain and support the facility even if it is a deficit operation.

At the present time the state is building airports and turning them over to the community for operation and maintenance. Also, boat harbors are constructed by the state and in turn operated and maintained by the local government. I don't believe that in the above instances you are asking that these facilities be economically feasible. In this present bill you are offering to assist the community in the development of ports and I believe the same principal which is applied to airports and boat harbors can be used for port development.

Section 30.30.050: I wish to caution communities building docks in conjunction with ferry terminals that adequate storage areas be developed, and also that use of the facility will be governed by the amount of use of the ferry system.

As to the Bills for the issuance of the bonds to finance the various projects, language should be included which would allow for some flexibility in the transfer of funds from one community to another. With few exceptions, communities do not know what is needed or if they can meet the criteria set forth in the enabling legislation. If a community is unable to justify the use of their funds, then other communities which have a project should be able to make use of the unused funds if they need to.

Another point is we would suggest the total package be increased to \$25,000,000, with the additional \$5,000,000 scheduled for miscellaneous projects. Since the possibility that assurance for development of ports might become available there have been interests expressed by communities that are not on this list.

I would assume that if the Bill passes other communities not on the list will make requests to fund projects. Also, the figures set out for each community are not based on a known need. With costs rising as they are, some communities going to possibly require additional funds, this \$5,000,000 could be used for such a contingency. Also, additional funds would assure wider support if a community not listed would know that if they can demonstrate a need, monies could be available.

In conclusion, few communities in Alaska can afford to develop port facilities on their own. Some type of state or federal aid is required. As there is little or no federal aid for these types of projects it means the state must offer some type of financial assistance for development of these facilities. These Bills being considered today is a start in the right direction.

SUGGESTED AMENDMENTS TO SB 351
(Proposed by the SOUTHEASTERN CONFERENCE)

Amendment #1

Delete "\$20,000,000 where it appears throughout the bill and insert "\$25,000,000".

Amendment #2

On page 1, line 26 delete the comma and the words "as follows:" and add "and shall be apportioned to, but not limited to, the following projects and estimates:"

Amendment #3

On page 2 insert new paren (6) and renumber remaining parens

(6) \$1,500,000--Cordova

Amendment #4

On page 2 insert new paren (24) as follows:

(24) \$3,500,000--Other miscellaneous port facilities development projects, including those listed above, who meet the criteria standards and are recommended by the Commissioner of Public Works and approved by the Governor.

To: the Joint Committee meeting hearing on Senate Bills No. 350 and 351.

From: the City of Skagway

Feb. 20, 1974

The City of Skagway wishes to strongly endorse Senate Bills No. 350, and 351, providing for a bond issue to fund port facilities development projects throughout the state.

Skagway is in great need of expanded and improved accommodations for tour ships. We do not at present have docking space for all the ships which come now, and many are unable to stay in port as long as they would desire, while others are being refused space. Our normal increase of traffic in tourism is estimated to be 14-15% a year, and we feel that the National Park Service's proposed development plans for Skagway could push this figure even higher.

The White Pass & Yukon Route controls most of our waterfront space, and they give only grudging accommodation to tour ships, wishing instead to use the available space for their freight operations. If we can not come up with additional docking space we will be finding ourselves in the position of having less usable facilities for tourists every year.

Our small boat-harbor is also filled to the limit of its present capacity, and we are certain the development of the Goldrush Gateway National Park, and construction of our highway connection to Carcross, plus a modest increase in numbers of our local citizens, will make additions to this facility a necessity in the near future also.

The City of Skagway has felt that this matter is a top-priority problem for us, and we have now a technical assistance grant from EDA for a preliminary study of our needs and possible solutions, and work is proceeding on it. We will continue to pursue this on our own, but we need help, and we wish to urge the legislature to give favorable consideration to this bond issue.

Well-developed ports throughout the state will bolster the economy in every community, bringing increased traffic and

better service to all of our citizens.



RECORDS



CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith
Signature of Camera Operator

4/26/89
Date

"An Act providing for state assistance in the construction of port facilities; and providing for an effective date."

COMMITTEE REPORT

3/26/74

HOUSE

Mr. Speaker:

Date 3/26/74

The Committee on FINANCE has had CSSB 350 am

under consideration. A Majority of the members of the Committee

- recommends it DO PASS
- recommends it DO NOT PASS
- recommends it DO PASS WITH ATTACHED AMENDMENT(S)
- recommends it BE REPLACED WITH CS FOR _____ AND THAT
CS FOR _____ DO PASS
- "and" recommends it BE REFERRED TO THE _____
COMMITTEE
- reports it back WITHOUT RECOMMENDATION
- "other"

Members signing the Majority report:

| | | |
|-----------------|-----------------|----------------|
| <u>Ferguson</u> | <u>McIntosh</u> | <u>Sanders</u> |
| <u>Frank</u> | <u>McIntosh</u> | |
| <u>McIntosh</u> | | |
| <u>McIntosh</u> | | |

Members NOT concurring in the Majority report:

McIntosh recommends: as proposed

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

Carl Ferguson Chairman

1 IN THE SENATE

BY POLAND, CROFT, HENSLEY, KERTTULA
MELAND, K. MILLER, T. MILLER, RAY,
RETTIG, SACKETT, SILIDES AND ZIEGLER

2 SENATE BILL NO. 350

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for state assistance in the con-
7 struction of port facilities; and providing for an
8 effective date."

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

10 * Section 1. AS 30 is amended by adding a new chapter to read:

11 TITLE 30. HARBORS, NAVIGATION AND SHIPPING.

12 CHAPTER 30. STATE PARTICIPATION IN PORT FACILITIES DEVELOPMENT.

13 Sec. 30.30.010. STATE GRANTS FOR PORT FACILITIES CONSTRUCTION.

14 To the extent funds are appropriated by the legislature, or from the
15 proceeds from the sale of bonds, the state may make grants to munici-
16 palities to finance a portion of the cost of constructing local,
17 regional or state port facilities. The state shall participate only
18 in those projects approved by the governor on recommendation of the
19 commissioner of public works.

20 Sec. 30.30.020. CRITERIA FOR ESTABLISHING ELIGIBILITY FOR PORT
21 FACILITIES CONSTRUCTION GRANTS. (a) Before a grant may be awarded
22 under this chapter, the commissioner of public works shall determine
23 that

24 (1) the grant is for a justifiable, economically feasible
25 project;

26 (2) the project is endorsed by resolution of the governing
27 body of the sponsoring municipality on its own behalf, or on behalf
28 of a service area in an organized borough if a service area is estab-
29 lished to finance and construct port facilities and operate and

1 maintain them once constructed; and

2 (3) the municipality can clearly demonstrate its ability to
3 finance the local share of project costs.

4 (b) No grant may be awarded under this chapter for any port
5 facilities development project until a study of its justification and
6 economic feasibility is conducted and submitted with the application
7 for the grant. The project must be justifiable on the basis of public
8 convenience and necessity. To facilitate a determination of economic
9 feasibility the commissioner shall require the applicant to furnish
10 those engineering studies of the project's practicality and other
11 economic forecasts and financial data and other technical information
12 that he considers necessary. The study shall be conducted by consul-
13 tants, engineers or other technical experts, who may or may not be
14 officers or employees of the municipality making application for a grant,
15 approved by the commissioner in advance of the conduct of the study
16 and of the submission of an application for a grant under this chapter.

17 Sec. 30.30.030. LIMITATION ON GRANTS. Grants for the development
18 of port facilities may not exceed

19 (1) 90 per cent of project costs for municipalities under
20 2,000 population;

21 (2) 80 per cent of project costs for municipalities of
22 2,000 - 25,000 population; or

23 (3) 70 per cent of project costs for municipalities over
24 25,000 population.

25 Sec. 30.30.040. DISPOSITION OF STATE LANDS FOR PORT FACILITIES
26 DEVELOPMENT PROJECTS. The division of lands of the Department of
27 Natural Resources, subject to the applicable provisions of AS 38.05
28 and 38.10, may convey title or other interests in state land, provide
29 for the exchange of state land, or make other arrangements with

1 respect to state land that may be necessary to complete projects for
2 which a state grant is approved under this chapter.

3 Sec. 30.30.050. COMBINED PORT AND FERRY TERMINAL FACILITIES. A
4 grant may be awarded under this chapter for a port facilities develop-
5 ment project that includes, or combines, state ferry terminal facilities
6 as a part of the project. However, the state shall pay the proportion-
7 ate project costs attributable to the ferry terminal including but not
8 limited to vehicle staging areas, transfer spans and aprons, passenger
9 terminal facilities and offices, docks and other docking facilities
10 for ferry vessels.

11 Sec. 30.30.060. REGULATIONS. The commissioner of public works
12 shall promulgate regulations under the Administrative Procedure Act
13 (AS 44.62) that he considers necessary to carry out the provisions of
14 this chapter.

15 Sec. 30.30.070. DEFINITIONS. In this chapter

16 (1) "commissioner" means commissioner of public works;

17 (2) "department" means department of public works;

18 (3) "municipality" means a general law municipal corporation
19 and political subdivision, which is a first or second class borough or
20 city, or a third class borough, incorporated under the laws of the
21 state, including a home rule first class borough or city, or a unifi-
22 cation of these;

23 (4) "port facilities" means docks, wharves, bulkheads,
24 seawalls, landfills, warehouses, staging areas, transfer spans and
25 aprons, lifting equipment and similar structures together with the
26 necessary equipment and facilities required to accommodate waterborne
27 commerce and shipping, including but not limited to combined port and
28 ferry terminal facilities;

29 (5) "project costs" means the cost of financing or

1 borrowing, site acquisition and rights-of-way, planning, engineering
2 and designing, construction, equipment acquisition and installation,
3 but does not include the cost of operation or maintenance of the port
4 facilities once constructed or the cost of feasibility studies required
5 in making application for a grant under this chapter.

6 * Sec. 2. This Act takes effect July 1, 1974.
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Original sponsor: Poland, T. Miller,
Siildes, et al

Offered: 3/19/74
Referred: Rules

1 IN THE SENATE

BY THE FINANCE COMMITTEE

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26 a service area in an organized borough if a service area is estab-
27 lished to finance and construct port facilities and operate and maintain
28 them once constructed; and

29 (3) the municipality can clearly demonstrate its ability to

1 finance the local share of project costs.

2 (b) No grant may be awarded under this chapter for a port facility
3 development project until a study of its feasibility is conducted and
4 submitted with the application for the grant. The project also must
5 be justifiable on the basis of public convenience and necessity. The
6 study shall be conducted by consultants, engineers or other technical
7 experts, who may be officers or employees of the municipality making
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23 once constructed or the cost of feasibility studies required in making
24 application for a grant under this chapter.

25 Sec. 30.70.080. SHORT TITLE. This chapter may be cited as the
26 "Port Facilities Development Act."

27 * Sec. 2. This Act takes effect July 1, 1974.
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29

Original sponsor: Poland, T. Miller,
Silides, et al

Offered: 3/19/74
Referred: Rules

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SPECIAL REPORT

FUNDING LOCAL PORT DEVELOPMENT PROJECTS

STATE OF ALASKA
DIVISION OF WATER AND HARBORS
DEPARTMENT OF PUBLIC WORKS

Don Statter
Director

R.T. Meketa
Public Works Planner

November 1973

INTRODUCTION

The importance of waterborne commerce in the history of Alaska requires little explanation for it would be difficult to imagine development without waterborne commerce. From ancient native life styles, to our present complex civilization, waterways have provided the primary means of travel, communication and the exchange of ideas and commodities.

It is fortunate that nature has provided Alaska with a vast coastline and extensive navigable river system but it is unfortunate that the full employment of this natural transportation base has never been realized. Both major and minor ports are, in most cases, undersized, outmoded and inadequate to meet today's needs. Recent changes in shipping techniques and the trend toward larger vessels have, and will, require drastic improvements in port facilities. These problems have already led to relatively high overall tariff rates and unless basic improvements are made it appears that general rate increases will follow, which in turn, will create a transportation burden detrimental to the economy of the State and its people.

FINANCING PORT DEVELOPMENT

State - No agency of the State government currently has a program or funding for the development of deep draft port facilities. The Department of Public Works has participated in the development of some shallow draft and medium draft dock facilities as well as Marine Highway System ferry terminal improvements but activity has been limited due to funding restrictions.

Federal - The Corps of Engineers has authority to make improvements in navigation for the purpose of the development, conduct and safety of waterborne commerce. This authority does not extend to the construction of dock, wharf or other structural facilities but is limited to such things as small boat harbor construction, deepening and widening waterways, protecting harbor entrances, removing obstructions to navigation, etc.

The Economic Development Administration (Department of Commerce), through the Public Works and Development Act of 1955, has been the primary source for funding port facility development in Alaska in recent years. Projects have ranged from multi-million dollar complex facilities through simple, time tested and proven timber dock structures to handle the needs of the smaller communities. The amount of federal participation is dependent on several factors and, in some cases, may approach 100%. The time from inception to completion will vary from project to project but three years is usually considered as average. Projects are sponsored by local governments who prepare the necessary applications, finance the non-federal share of funding, and operate and maintain the completed facilities.

THE PROBLEM

The President's proposed Federal budget for fiscal year 1974 calls for drastic reductions in the funding level of the Public Works and Development Act of 1965. Considering the present economic condition of most communities this will signal a virtual halt to any new port development or expansion projects. Unless new sources of revenue can be found to carry on this vital function the situation will become more critical.

THE ALTERNATIVES

Of the various alternatives examined, only four were found to warrant detailed analysis. They are:

1. Utilize new or proposed new sources of federal revenue sharing or grant monies.
2. The State assume the past role of EDA through a program of cost sharing grants and loans.
3. The municipalities pay for the needed improvements through bonds, special taxes, etc.
4. The creation of a statewide Port Authority with full bonding and taxing authority.

ANALYSIS OF ALTERNATIVES

Federal - New programs proposed by the President to replace planned funding cutbacks include Special Revenue Sharing for Urban Community Development (Better Communities Act). The extent to which grant allocations from this program would be made available for port development in Alaska is unknown at this time. However, a preliminary analysis of available information leads to the conclusion that emphasis will be shifted from physical to social requirements. It is expected that funding will begin in fiscal year 1975.

The Rural Development Act of 1972 will, together with other numerous provisions, provide loans and grants to public bodies for measures designed to facilitate development of private business and industrial enterprises. There is some doubt that municipal port facilities will qualify for such monies. Unfunded in it's first year, activity has been accurately described as "slowly unfolding" and what to anticipate in the way of funding and impact on Alaska is not much better known today than it was when the Act became law. The comments applicable to Special Revenue Sharing and the proposed Better Communities Act apply here also.

State - A modest bond proposal to provide funds for local Port Development project on a cost sharing basis would appear to be a realistic alternative. The program could be administered through the Department of Public Works with only a very nominal increase in staff required. This would allow for the completion of badly needed port improvements during the interim period of State and Federal fiscal adjustment without creating an unnecessary hardship on State or local government budgets.

Local Government - Most Alaskan municipalities are hard pressed to meet the expanding demand for streets, sewers, utilities and other basic community needs and in many cases are already overtaxing their fiscal capacity. While this alternate may be possible for some of the larger cities it is beyond the capability of the smaller communities and villages. To most of these smaller coastal cities a port is vital to their existence since they look to the sea as a primary factor in their basic economic development. For these communities to delay harbor improvements until more prosperous times would be entirely impractical since the very port that they are trying to develop will probably be one of the major municipal improvements that would contribute to economic stability.

Statewide Port Authority - Interest in a statewide Port Authority dates back many years; however, no major effort has ever been made to create such an agency within the State government. This can be attributed to many things although the fact that the Alaska Constitution gives taxing power only to the State, the Boroughs and local municipalities is perhaps the most significant factor. Also, most local communities have voiced a general reluctance toward this concept because they feel it would pre-empt their right to tax and regulate facilities now under their jurisdiction.

CONCLUSIONS & RECOMMENDATION

Alaska's ports play an important role in the social and economic well being of the State. Existing inadequate facilities and the attendant inefficiencies result in transportation costs higher than necessary creating an almost unbearable burden on many of the State's residents. Many communities desire and need port facilities but lack the ability to fund these improvements. Past sources of federal financial assistance are disappearing and the outlook for their restoration is doubtful. The probability of the legislature creating a statewide port authority in the current period of fiscal uncertainty would have to be considered very remote. Therefore, of the alternatives examined, a statewide general obligation bond proposal to provide grants for locally sponsored port development projects is considered to be the most feasible. This would essentially amount to the creation of an interim state program designed to replace the federal government's defunct Economic Development Administration.

CONCLUSIONS & RECOMMENDATION (con't)

It is expected that procedures developed and used by EDA in processing similar proposals under the federal program would be used as a guide in allocating port development grants under the provisions of the state program. Priorities would be established by the state. First consideration would be given to those communities who had completed preliminary cost: benefit and engineering feasibility studies for federal EDA funds prior to the termination of that program. Second consideration would be given to those proposed projects conceived prior to the end of the EDA activity but not yet advanced to the study or application stages. In all cases justification and priority would be measured largely by the relationship of the project to the overall transportation needs of the State.

Recognizing that it may be many years before new sources of funding assistance are available to local governments it is recommended that appropriate legislation be initiated immediately. The proposed legislation, if enacted into law, should provide for a bond measure in the amount of 20 million dollars. The proceeds from the sale of these bonds would be used specifically for the purpose of providing financial assistance to local governments for the construction of marine oriented port development projects.

13
FY 75

PERSONAL SERVICES
REQUEST FOR NEW POSITION

| | | | | |
|----------|-------------------|-------------|----|-------------------|
| AGENCY | Public Works | CATEGORY | 07 | Development |
| DIVISION | Water and Harbors | PROGRAM | 73 | Comm Development |
| | | SUBPROGRAM | 03 | Water and Harbors |
| | | ELEMENT | | |
| | | SUB-ELEMENT | | |

| | | | | | | | | |
|---------------------|---|--------|--------|----------------|------------|---|-------------|-------|
| POSITION TITLE | Public Works Planner | | RANGE | 20 | LOCATION | Juneau | PAGE / LINE | |
| TYPE OF POSITION | Permanent Full-time | NEW | X | ESTABLISHED | | M/C: | | |
| TYPE OF EXPENDITURE | PERSONAL SERVICES | AMOUNT | 20,407 | FUNDING SOURCE | 6.0, Bonds | DETAIL OF RELATED EXPENSES | | |
| | EQUIPMENT | AMOUNT | 1,000 | | | Office furniture and equipment | | |
| | OTHER | AMOUNT | 2,000 | | | Travel, per diem, commodities, services | | |
| | TOTAL | AMOUNT | 23,407 | | | | | |
| PROJECTIONS | | | | | | | | |
| TOTAL EXPENSES | | | | | | | | |
| FUNDING SOURCE | 6.0 Bonds for Port Facilities Development | | 23,500 | | FY 76 | FY 77 | FY 78 | FY 79 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| EXPLANATION: | | | | | | | | |

| | | | | | | | | | | |
|----------|--------------------------|----------------|--------------------------|-------------|------------|--------------------------|-------------|--------------------------|------------------------------|------|
| APPROVED | <input type="checkbox"/> | DISAPPROVED | <input type="checkbox"/> | LEGISLATURE | APPROVED | <input type="checkbox"/> | DISAPPROVED | <input type="checkbox"/> | CERTIFICATION BY AGENCY HEAD | DATE |
| PCN | LOCATION | EFFECTIVE DATE | APPROVED BY: | RANGE | CLASS CODE | APPROVED CLASSIFICATION | | | | |

PERSONAL SERVICES
REQUEST FOR NEW POSITION

13

FY 75

| | | | |
|-------------------|-------------|------|---------------------|
| AGENCY | CATEGORY | code | |
| Public Works | | 07 | Development |
| DIVISION | PROGRAM | 73 | Comm. Development |
| Water and Harbors | SUB PROGRAM | 03 | Water & Harbors Fac |
| | ELEMENT | | |
| | SUB-ELEMENT | | |

| | | | | | | |
|---------------------|---------------------------|---|-------|----------------|---|-------------|
| POSITION TITLE | Construction Engineer III | | RANGE | 22 | LOCATION | Juneau |
| TYPE OF POSITION | Permanent Full-time | NEW <input checked="" type="checkbox"/> | M/C: | C | PRIORITY | PAGE / LINE |
| | | ESTABLISHED | | | | |
| TYPE OF EXPENDITURE | PERSONAL SERVICES | AMOUNT | FY 75 | FUNDING SOURCE | DETAIL OF RELATED EXPENSES | |
| | | 23,650 | | G.O. Bonds | 20,388 and benefits 3,262 | |
| | EQUIPMENT | 1,000 | | | Office furniture and equipment | |
| | OTHER | 2,500 | | | Travel, per diem, commodities, services | |
| | TOTAL | 27,150 | | | | |

| | | | | | |
|----------------|--|--------|--------|--------|--------|
| PROJECTIONS | | FY 76 | FY 77 | FY 78 | FY 79 |
| TOTAL EXPENSES | | | | | |
| FUNDING SOURCE | G.O. Bonds for Port Facilities Development | 27,500 | 29,500 | 31,000 | 33,000 |
| | | | | | |
| | | | | | |

EXPLANATION:

APPROVED CLASSIFICATION
CLASS CODE
RANGE
APPROVED BY:
EFFECTIVE DATE
LOCATION
PCN

GOVERNOR APPROVED
DISAPPROVED

LEGISLATURE APPROVED
DISAPPROVED

CERTIFICATION BY AGENCY HEAD

DATE

MEMORANDUM

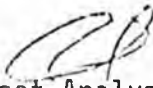
State of Alaska

TO: J. H. Hogan, Director
Division of Legislative Finance

DATE: February 26, 1974

FILE NO:

TELEPHONE NO:


FROM: Carl Gonder, Budget Analyst
Division of Budget and Management
Department of Administration

SUBJECT: HB 586 Fiscal Note

Review of the fiscal note prepared for HB 586 by Don Stattor, Director of the Division of Waters and Harbors reveals two consequential omissions:

- 1) No analysis of the influence of debt retirement on the General Fund, and
- 2) no statement indicating that the program operating expenses would result in grants totalling less than \$20 million.

ALASKA
STATE LEGISLATURE /

MEMORANDUM

27 March 1974

TO: J.H. Hogan, Director
Legislative Finance Division

FROM: Stuart C. Hall *SH* Legislative Counsel

SUBJECT: ~~Senate Bill 350~~ (Port Facilities Authorization)

Inasmuch as CS SB 350 am has been referred directly to the House Finance Committee for consideration, this is to confirm our telephone conversation relative to the technical error that appears on page 2 of the bill as it emerged from the Senate; permit me to suggest the following corrective, technical amendment:

On page 2, lines 13 and 14, strike out "over 5,000", and insert:
"5,000 population and over"

cc: Senators Poland and Silides

The Legislature of the State of Alaska
 FISCAL NOTE
 Second Session - Eighth Legislature

I. REQUEST

Bill Identification: House Bills 526 and 587 - SB 350 + 351
 Title: \$20,000,000 general obligation bonds for port facilities development
 Requested by: Legislative Finance Date: 2/13/74
 Return Date Requested: 2/20/74
 Agency: Department of Public Works Program: Development

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Water and Harbors Program

A. EXPENDITURES: (Thousands of dollars)

| OBJECT | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 | FY 79 |
|--------------------------|-------|---------|---------|---------|---------|---------|
| 100 PERSONAL SERVICES | | 46.0 | 46.0 | 48.5 | 51.0 | 53.5 |
| 200 TRAVEL | | 3.0 | 3.5 | 4.0 | 4.5 | 5.0 |
| 300 CONTRACTUAL | | 1.0 | 1.0 | 1.5 | 1.5 | 2.0 |
| 400 COMMODITIES | | .5 | .5 | .5 | .5 | .5 |
| 500 EQUIPMENT | | 2.0 | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | 3,949.5 | 3,949.0 | 3,945.5 | 3,942.5 | 3,939.0 |
| TOTAL | | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 |

B. FUNDING: (Thousands of dollars)

| | | | | | | |
|------------------|--|---------|---------|---------|---------|---------|
| GENERAL FUND | | | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER G.O. Bonds | | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 |

C. POSITIONS:

| | | | | | | |
|---------------------|---|------|------|------|------|------|
| PERMANENT/TEMPORARY | / | 2 / | 2 / | 2 / | 2 / | 2 / |
| MAN MONTHS (P./T.) | / | 24 / | 24 / | 24 / | 24 / | 24 / |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

It is assumed that the program will be administered by the Division of Water and Harbors as an addition to the existing smallcraft harbor facilities development program. Since the bonds will be disbursed to the local governments for direct contract payments or reimbursement for funds expended in the completion of approved projects, only two new positions are projected. One public works planner would assume the administrative responsibilities related to the program including the processing, review, and analysis of applications, priority programming, coordination with local government officials and necessary paper flow. One engineering position will be required to review and analyze required engineering and economic feasibility studies and to assist in the compilation of appropriate data necessary for reports and recommendations to the Commissioner.

IV. ATTACHMENTS

1. Detail of personal services (Form 13)
2. Special Report "Funding Local Port Development Projects".

V. DATE: 2/15/74

PREPARED BY: Don Statter

Don Statter, Director
 Division of Water and Harbors

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

SPECIAL REPORT

FUNDING LOCAL PORT DEVELOPMENT PROJECTS

STATE OF ALASKA
DIVISION OF WATER AND HARBORS
DEPARTMENT OF PUBLIC WORKS

Don Statter
Director

R.T. Meketa
Public Works Planner

November 1973

INTRODUCTION

The importance of waterborne commerce in the history of Alaska requires little explanation for it would be difficult to imagine development without waterborne commerce. From ancient native life styles, to our present complex civilization, waterways have provided the primary means of travel, communication and the exchange of ideas and commodities.

It is fortunate that nature has provided Alaska with a vast coastline and extensive navigable river system but it is unfortunate that the full employment of this natural transportation base has never been realized. Both major and minor ports are, in most cases, undersized, outmoded and inadequate to meet today's needs. Recent changes in shipping techniques and the trend toward larger vessels have, and will, require drastic improvements in port facilities. These problems have already led to relatively high overall tariff rates and unless basic improvements are made it appears that general rate increases will follow, which in turn, will create a transportation burden detrimental to the economy of the State and its people.

FINANCING PORT DEVELOPMENT

State - No agency of the State government currently has a program or funding for the development of deep draft port facilities. The Department of Public Works has participated in the development of some shallow draft and medium draft dock facilities as well as Marine Highway System ferry terminal improvements but activity has been limited due to funding restrictions.

Federal - The Corps of Engineers has authority to make improvements in navigation for the purpose of the development, conduct and safety of waterborne commerce. This authority does not extend to the construction of dock, wharf or other structural facilities but is limited to such things as small boat harbor construction, deepening and widening waterways, protecting harbor entrances, removing obstructions to navigation, etc.

The Economic Development Administration (Department of Commerce), through the Public Works and Development Act of 1955, has been the primary source for funding port facility development in Alaska in recent years. Projects have ranged from multi-million dollar complex facilities through simple, time tested and proven timber dock structures to handle the needs of the smaller communities. The amount of federal participation is dependent on several factors and, in some cases, may approach 100%. The time from inception to completion will vary from project to project but three years is usually considered as average. Projects are sponsored by local governments who prepare the necessary applications, finance the non-federal share of funding, and operate and maintain the completed facilities.

THE PROBLEM

The President's proposed Federal budget for fiscal year 1974 calls for drastic reductions in the funding level of the Public Works and Development Act of 1965. Considering the present economic condition of most communities this will signal a virtual halt to any new port development or expansion projects. Unless new sources of revenue can be found to carry on this vital function the situation will become more critical.

THE ALTERNATIVES

Of the various alternatives examined, only four were found to warrant detailed analysis. They are:

1. Utilize new or proposed new sources of federal revenue sharing or grant monies.
2. The State assume the past role of EDA through a program of cost sharing grants and loans.
3. The municipalities pay for the needed improvements through bonds, special taxes, etc.
4. The creation of a statewide Port Authority with full bonding and taxing authority.

ANALYSIS OF ALTERNATIVES

Federal - New programs proposed by the President to replace planned funding cutbacks include Special Revenue Sharing for Urban Community Development (Better Communities Act). The extent to which grant allocations from this program would be made available for port development in Alaska is unknown at this time. However, a preliminary analysis of available information leads to the conclusion that emphasis will be shifted from physical to social requirements. It is expected that funding will begin in fiscal year 1975.

The Rural Development Act of 1972 will, together with other numerous provisions, provide loans and grants to public bodies for measures designed to facilitate development of private business and industrial enterprises. There is some doubt that municipal port facilities will qualify for such monies. Unfunded in it's first year, activity has been accurately described as "slowly unfolding" and what to anticipate in the way of funding and impact on Alaska is not much better known today than it was when the Act became law. The comments applicable to Special Revenue Sharing and the proposed Better Communities Act apply here also.

State - A modest bond proposal to provide funds for local Port Development project on a cost sharing basis would appear to be a realistic alternative. The program could be administered through the Department of Public Works with only a very nominal increase in staff required. This would allow for the completion of badly needed port improvements during the interim period of State and Federal fiscal adjustment without creating an unnecessary hardship on State or local government budgets.

Local Government - Most Alaskan municipalities are hard pressed to meet the expanding demand for streets, sewers, utilities and other basic community needs and in many cases are already overtaxing their fiscal capacity. While this alternate may be possible for some of the larger cities it is beyond the capability of the smaller communities and villages. To most of these smaller coastal cities a port is vital to their existence since they look to the sea as a primary factor in their basic economic development. For these communities to delay harbor improvements until more prosperous times would be entirely impractical since the very port that they are trying to develop will probably be one of the major municipal improvements that would contribute to economic stability.

Statewide Port Authority - Interest in a statewide Port Authority dates back many years; however, no major effort has ever been made to create such an agency within the State government. This can be attributed to many things although the fact that the Alaska Constitution gives taxing power only to the State, the Boroughs and local municipalities is perhaps the most significant factor. Also, most local communities have voiced a general reluctance toward this concept because they feel it would pre-empt their right to tax and regulate facilities now under their jurisdiction.

CONCLUSIONS & RECOMMENDATION

Alaska's ports play an important role in the social and economic well being of the State. Existing inadequate facilities and the attendant inefficiencies result in transportation costs higher than necessary creating an almost unbearable burden on many of the State's residents. Many communities desire and need port facilities but lack the ability to fund these improvements. Past sources of federal financial assistance are disappearing and the outlook for their restoration is doubtful. The probability of the legislature creating a statewide port authority in the current period of fiscal uncertainty would have to be considered very remote. Therefore, of the alternatives examined, a statewide general obligation bond proposal to provide grants for locally sponsored port development projects is considered to be the most feasible. This would essentially amount to the creation of an interim state program designed to replace the federal government's defunct Economic Development Administration.

CONCLUSIONS & RECOMMENDATION (con't)

It is expected that procedures developed and used by EDA in processing similar proposals under the federal program would be used as a guide in allocating port development grants under the provisions of the state program. Priorities would be established by the state. First consideration would be given to those communities who had completed preliminary cost: benefit and engineering feasibility studies for federal EDA funds prior to the termination of that program. Second consideration would be given to those proposed projects conceived prior to the end of the EDA activity but not yet advanced to the study or application stages. In all cases justification and priority would be measured largely by the relationship of the project to the overall transportation needs of the State.

Recognizing that it may be many years before new sources of funding assistance are available to local governments it is recommended that appropriate legislation be initiated immediately. The proposed legislation, if enacted into law, should provide for a bond measure in the amount of 20 million dollars. The proceeds from the sale of these bonds would be used specifically for the purpose of providing financial assistance to local governments for the construction of marine oriented port development projects.

13

PERSONAL SERVICES
REQUEST FOR NEW POSITION

FY 75

| | | | |
|-------------------|-------------|----|-------------------|
| AGENCY | CATEGORY | 07 | Development |
| Public Works | PROGRAM | 73 | Com Development |
| DIVISION | SUB-PROGRAM | 03 | Water and Harbors |
| Water and Harbors | ELEMENT | | |
| | SUB-ELEMENT | | |

| | | | | | | | |
|---------------------|--------|---|---|-------|----|----------|-------------|
| POSITION TITLE | | Public Works Planner | | RANGE | 20 | LOCATION | Jumeau |
| TYPE OF POSITION | | Permanent Full-time | | M/C: | C | PRIORITY | PAGE / LINE |
| | | NEW <input checked="" type="checkbox"/> | | | | | |
| | | ESTABLISHED | | | | | |
| | | FY 75 | | | | | |
| TYPE OF EXPENDITURE | AMOUNT | FUNDING SOURCE | DETAIL OF RELATED EXPENSES | | | | |
| PERSONAL SERVICES | 20,407 | G.O. Bonds | 17,592 and benefits 2,815 | | | | |
| EQUIPMENT | 1,000 | | Office furniture and equipment | | | | |
| OTHER | 2,000 | | Travel, per diem, commodities, services | | | | |
| TOTAL | 23,407 | | | | | | |

| | | | | | |
|----------------|--|--------|--------|--------|--------|
| PROJECTIONS | | FY 76 | FY 77 | FY 78 | FY 79 |
| TOTAL EXPENSES | | | | | |
| FUNDING SOURCE | G.O. Bonds for Port Facilities Development | 23,500 | 25,000 | 26,500 | 28,000 |
| | | | | | |
| | | | | | |

EXPLANATION:

GOVERNOR APPROVED
DISAPPROVED

LEGISLATURE APPROVED
DISAPPROVED

CERTIFICATION BY AGENCY HEAD DATE

APPROVED CLASSIFICATION
CLASS CODE
RANGE
APPROVED BY:
EFFECTIVE DATE
LOCATION
PCN

13
FY 75

PERSONAL SERVICES
REQUEST FOR NEW POSITION

| | | | |
|-------------------|-------------|----|----------------------|
| AGENCY | CATEGORY | 07 | Development |
| Public Works | PROGRAM | 73 | Comm. Development |
| DIVISION | SUB PROGRAM | 03 | Water & Harbors Fac. |
| Water and Harbors | ELEMENT | | |
| | SUB-ELEMENT | | |

| | | | | | |
|------------------|---------------------------|-------------|----|----------|-------------|
| POSITION TITLE | Construction Engineer III | RANGE | 22 | LOCATION | Juneau |
| TYPE OF POSITION | Permanent Full-time | NEW | x | M/C: | C |
| | | ESTABLISHED | | | |
| | | | | PRIORITY | PAGE / LINE |

| TYPE OF EXPENDITURE | FY 75 | | DETAIL OF RELATED EXPENSES |
|---------------------|--------|----------------|---|
| | AMOUNT | FUNDING SOURCE | |
| PERSONAL SERVICES | 23,650 | G.O. Bonds | 20,388 and benefits 3,262 |
| EQUIPMENT | 1,000 | | Office furniture and equipment |
| OTHER | 2,500 | | Travel, per diem, commodities, services |
| TOTAL | 27,150 | | |

| PROJECTIONS | | FY 76 | FY 77 | FY 78 | FY 79 |
|----------------|--|--------|--------|--------|--------|
| TOTAL EXPENSES | | | | | |
| FUNDING SOURCE | G.O. Bonds for Port Facilities Development | 27,500 | 29,500 | 31,000 | 33,000 |
| | | | | | |

EXPLANATION:

APPROVED CLASSIFICATION
CLASS CODE
RANGE
APPROVED BY:
EFFECTIVE DATE
LOCATION
PCN

GOVERNOR APPROVED
DISAPPROVED

LEGISLATURE APPROVED
DISAPPROVED

CERTIFICATION BY AGENCY HEAD DATE

MEMORANDUM

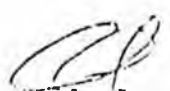
State of Alaska

to: J. H. Hogan, Director
Division of Legislative Finance

DATE: February 26, 1974

FILE NO:

TELEPHONE NO:


FROM: Carl Gonder, Budget Analyst
Division of Budget and Management
Department of Administration

SUBJECT: HB 586 Fiscal Note

Review of the fiscal note prepared for HB 586 by Don Stattor, Director of the Division of Waters and Harbors reveals two consequential omissions:

- 1) No analysis of the influence of debt retirement on the General Fund, and
- 2) no statement indicating that the program operating expenses would result in grants totalling less than \$20 million.

The Legislature of the State of Alaska
FISCAL NOTE
First Session - Eighth Legislature

I. REQUEST

Bill Identification: All G.O. Bond Authorization Bills
 Title: _____
 Requested by: Jay Rosen Date: 2-20-71
 Return Date Requested: ASAP
 Agency: Administration Program: Debt Service

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Debt Service
 A. EXPENDITURES: (Thousands of dollars)

| OBJECT | FY 73 | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES | | | | | | |
| 200 TRAVEL | | | | | | |
| 300 CONTRACTUAL | | | | | | |
| 400 COMMODITIES | | | | | | |
| 500 EQUIPMENT | | | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | | | | | |
| 800 Debt Service | | | | 15.0 | 45.0 | 60.0 |
| TOTAL | -- | -- | -- | 15.0 | 45.0 | 60.0 |

B. FUNDING: (Thousands of dollars)

| | | | | | | |
|---------------|--|--|--|------|------|------|
| GENERAL FUND | | | | 15.0 | 45.0 | 60.0 |
| FEDERAL FUNDS | | | | | | |
| OTHER | | | | | | |

C. POSITIONS:

| | | | | | | |
|---------------------|---|---|---|-------|-------|-------|
| PERMANENT/TEMPORARY | / | / | / | 0 / 0 | 0 / 0 | 0 / 0 |
| MAN MONTHS (P./T.) | / | / | / | 0 / 0 | 0 / 0 | 0 / 0 |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Dollars above are per \$1 million. If, for instance, a \$30 million bond issue is being considered, the above amounts should be multiplied by 30.

IV. ATTACHMENTS

Assumptions and schedule for additional years

V. DATE: 2-26-71 PREPARED BY: M. R. Charney

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

MEMORANDUM

State of Alaska

TO: M. R. Charney, Director
Division of Budget and Management
Department of Administration

DATE: February 22, 1974

FILE NO:

TELEPHONE NO:

FROM: Murray D. Snyder, Capital Planner
Division of Budget and Management
Department of Administration

SUBJECT: Future Year Cost Per 1.0
Million New G.O. Bond
Authorization

The effect of approval in FY 75 per each 1.0 million in new General Obligation Bond authorization on the debt amortization cost is approximately as follows:¹

| | Amount of Interest and Principal Due Per LM (in thousands) |
|---|--|
| FY 75 | 00.0 |
| FY 76 (Interest only assuming 25% authorization issued) | 15.0 |
| FY 77 (Interest only assuming 75% auth. had been issued) | 45.0 |
| FY 78 (Interest only assuming 100% auth. had been issued) | 60.0 |
| FY 79 (Interest and principal payment) | 64.7 ² |
| FY 80 (Interest and principal payment) | 73.8 |
| FY 81 (Interest and principal payment) | 77.6 |
| FY 82 (Interest and principal payment) | 79.5 |
| FY 83 (Interest and principal payment) | 84.2 |
| FY 84 (Interest and principal payment) | 85.4 |
| FY 85 (Interest and principal payment) | 83.4 |
| FY 86 (Interest and principal payment) | 80.4 |
| FY 87 - 95 (not computed) | |

1. Assumed interest rate of 6%
2. Principal repayment amounts based on recent experience



RECORDS CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith
Signature of Camera Operator

4/26/89
Date

Committee Report

S E N A T E

3/6/74

March 15, 1974

Date

Mr. President:

The Committee on FINANCE has had SB 351
port facilities - G.O. Bonds
under consideration. A majority of the members of the Committee

- recommends it do pass
- recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for SB 351 and that
CS for SB 351 do pass
- (and) recommends it be referred to the _____
committee
- reports it back without recommendation
- (other) _____

MEMBERS SIGNING THE MAJORITY REPORT:

| | | |
|--------------------|----------------|-------|
| <u>[Signature]</u> | <u>Do Pass</u> | _____ |
| <u>[Signature]</u> | <u>Do Pass</u> | _____ |
| <u>[Signature]</u> | <u>Do Pass</u> | _____ |
| <u>[Signature]</u> | <u>Do Pass</u> | _____ |

MEMBERS NOT CONCURRING IN THE MAJORITY REPORT:

| | | |
|--------------------|-------------|-------|
| <u>[Signature]</u> | recommends: | _____ |
| _____ | recommends: | _____ |
| _____ | recommends: | _____ |
| _____ | recommends: | _____ |
| _____ | recommends: | _____ |

[Signature]
CHAIRMAN

ORIG. SPONSORS:

Introduced: 2/6/74
Referred: State Affairs and Finance

BY POLAND, CROFT, HENSLEY, KERTTUA, MELANI, K. MILLER, T. MILLER, KAPER, RAY, REITIG, SACKETT, SILINES AND ZIEGLER

1 IN THE SENATE

2 SCS SENATE BILL NO. 351

By: THE FINANCE Comm.

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-
7 tion bonds in the amount of ~~\$25,000,000~~^{20,000,000} for the purpose
8 of paying the cost of ~~port facilities~~ development
9 projects; and providing for an effective date."

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

* Section 1. For the purpose of paying the cost of port facilities development projects under AS 30.30, general obligation bonds of the state in the principal amount of not more than ~~\$25,000,000~~^{20,000,000} shall be issued and sold. The full faith, credit and resources of the state are pledged to the payment of the principal of and interest and redemption premium, if any, on these bonds. These bonds shall be issued under the provisions of AS 35.15 as these provisions read at the time of issuance.

* Sec. 2. If the issuance of these bonds is authorized by the qualified voters of the state, a special fund of the state to be known as the "1974 Port Facilities Development Fund" shall be established, to which shall be credited the proceeds of the sale of the bonds described in sec. 1 of this Act except for the accrued interest and premiums. There is appropriated from the "1974 Port Facilities Development Fund" to the Department of Public Works the sum of ~~\$25,000,000~~^{20,000,000}.

The proceeds of these bonds shall be allocated in accordance with the provisions of AS 30.30 as those provisions read at the time of issuance and shall be apportioned to, but not limited to, the following projects and estimates:

with the following provisions of AS 24.30.
A
037

WORK DRAFT

Page Two

- (1) \$2,500,000 - Anchorage 3.5 million
- (2) \$2,000,000 - Nome OK
- (3) \$1,500,000 - Ketchikan OK
- (4) \$1,500,000 - Wrangell OK
- (5) \$1,500,000 - Juneau OK
- (6) \$1,000,000 - Bethel OK
- (7) \$1,000,000 - Petersburg OK
- (8) \$1,000,000 - Sitka
- (9) \$1,000,000 - Kodiak OK
- (10) \$1,000,000 - Homer OK
- ~~(11) \$1,000,000 - Cordova~~
- ~~(12) \$1,000,000 - HITTICHAIK~~
- (12) \$ 750,000 - Haines OK
- (13) \$ 750,000 - Unalaska OK
- (14) \$ 750,000 - Skagway OK
- (15) \$ -500,000 - Dillingham
- (16) \$ 500,000 - Seward OK
- (17) \$ 500,000 - Pelican OK
- (18) \$ 500,000 - Kenai
- (19) \$ 500,000 - Kotzebue
- (20) \$ 500,000 - Angoon
- (21) \$ 500,000 - Valdez
- (22) \$ 250,000 - Tanana
- (23) \$ 250,000 - St. Marys
- (24) \$ -250,000 - Kasilof

3-75
 Stewart Mail
 for your review
 OK
 [Signature]

Good

(25) \$2,500,000 - for other port development projects, including those listed above, as may be determined feasible by the Commissioner of Public Works and approved by the Governor, provided that not more than the amount of the amount for the above listed projects, if approved, may be charged with a success of 10% per cent.

* Sec. 3. If the issuance of these bonds is authorized by the qualified voters of the state, the amount of ~~\$2,500,000~~ ^{\$2,500,000} or as much of that amount as is found necessary, is appropriated from the general fund of the state to the state bond committee to carry out the provisions of this Act and to pay expenses incident to the sale or issuance of the bonds authorized in this Act. The amounts expended from the appropriation authorized by this section shall be reimbursed to the general fund from the proceeds of the sale of the bonds authorized by this Act.

* Sec. 4. The question of whether the bonds authorized in this Act are to be issued shall be submitted to the qualified voters of the state at the next state general election and shall read substantially as follows:

Proposition

State General Obligation Port Facilities

Development Bonds \$20,000,000

Shall the State of Alaska issue its general obligation bonds in the principal amount of not more than \$20,000,000 for the purpose of paying the cost of capital improvements for port facilities development projects?

Bonds Yes []

Bonds No []

* Sec. 5. This Act takes effect on the day after its passage and approval or on the day it becomes law without approval.

Introduced: 2/6/74
Referred: State Affairs and
Finance

1 IN THE SENATE

BY POLAND, CROFT, HENSLEY, KERTTULA,
MELAND, K. MILLER, T. MILLER, RADER, RAY,
RETTIG, SACKETT, SILIDES AND ZIEGLER

2 PROPOSED CS FOR SENATE BILL NO. 351
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 EIGHTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-
7 tion bonds in the amount of \$20,000,000 for the purpose
8 of paying the cost of port facilities development
9 projects; and providing for an effective date."

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

11 * Section 1. For the purpose of paying the cost of port facilities
12 development projects under AS 30.30, general obligation bonds of the state
13 in the principal amount of not more than \$20,000,000 shall be issued and
14 sold. The full faith, credit and resources of the state are pledged to the
15 payment of the principal of and interest and redemption premium, if any, on
16 these bonds. These bonds shall be issued under the provisions of AS 37.15
17 as these provisions read at the time of issuance.

18 * Sec. 2. If the issuance of these bonds is authorized by the qualified
19 voters of the state, a special fund of the state to be known as the "1974
20 Port Facilities Development Fund" shall be established, to which shall be
21 credited the proceeds of the sale of the bonds described in sec. 1 of this
22 Act except for the accrued interest and premiums. There is appropriated
23 from the "1974 Port Facilities Development Fund" to the Department of Public
24 Works the sum of \$20,000,000. The proceeds of these bonds shall be allocated
25 in accordance with the provisions of AS 30.30 as those provisions read at
26 the time of issuance as follows:

| | | <u>1970 Population</u> |
|-----|--|------------------------|
| | \$4,000,000 | 3.5 |
| (1) | \$7,500,000 - Anchorage | 48,029 |
| | 1,000,000 | 2,488 |
| (2) | \$2,000,000 - Nome 2 m | |
| | 2,000,000 | 6,994 |
| (3) | \$1,500,000 - Ketchikan 1.5 | |

| | | | | | |
|---------------------|--------------------------|----------------------------|------------------------------|-------------------------------|-------------------------|
| \$50,000 0 - 250 | \$200,000 250 - 1,000 | \$400,000 1,000 - 2,000 | \$1,000,000 2,000 - 5,000 | \$2,000,000 5,000 - 10,000 | \$4,000,000 10,000 + |
|---------------------|--------------------------|----------------------------|------------------------------|-------------------------------|-------------------------|

| | | | |
|------|--|--|-------|
| | 1,000,000 | | 2,029 |
| (4) | \$1,500,000 - Wrangell - 1.5 2,000,000 | | 6,050 |
| (5) | \$1,500,000 - Juneau 1.5 | | 2,416 |
| (6) | \$1,000,000 ^{1,000,000} - Bethel 1.0 | | 2,042 |
| (7) | \$1,000,000 - Petersburg 1.0 | | 3,370 |
| (8) | \$1,000,000 - Sitka 100 | | 3,798 |
| (9) | \$1,000,000 - Kodiak 1.0 | | 1,083 |
| (10) | \$1,000,000 - Homer - 1.0 200,000 | | 463 |
| (11) | \$ 750,000 - Haines 750 | | 178 |
| (12) | \$ 750,000 - Unalaska 750 | | 675 |
| (13) | \$ 750,000 - Skagway 750 | | 914 |
| (14) | \$ 200,000 - Dillingham 250 | | 1,587 |
| (15) | \$ 400,000 - Seward 500, 300 | | 133 |
| (16) | \$ 50,000 - Pelican 250 | | 3,533 |
| (17) | \$ 1,000,000 - Kenai 650 | | 1,696 |
| (18) | \$ 400,000 - Kotzebue 350 | | 400 |
| (19) | \$ 200,000 - Angoon 250 | | 120 |
| (20) | \$ 50,000 - Tanana 150 | | 384 |
| (21) | \$ 200,000 - St. Marys 150 | | 71 |
| (22) | \$ 50,000 - Kaslof | | |
| (23) | \$2,600,000 - Contingency | | |

Nondotah - 100

Valdez 500

* Sec. 3. If the issuance of these bonds is authorized by the qualified voters of the state, the amount of \$70,000 or as much of that amount as is found necessary, is appropriated from the general fund of the state to the state bond committee to carry out the provisions of this Act and to pay expenses incident to the sale or issuance of the bonds authorized in this Act. The amounts expended from the appropriation authorized by this section shall be reimbursed to the general fund from the proceeds of the sale of the bonds authorized by this Act.

* Sec. 4. The question of whether the bonds authorized in this Act are to be issued shall be submitted to the qualified voters of the state at

1 the next state general election and shall read substantially as follows:

2 Proposition

3 State General Obligation Port Facilities

4 Development Bonds \$20,000,000

5 Shall the State of Alaska issue its general obligation
6 bonds in the principal amount of not more than \$20,000,000
7 for the purpose of paying the cost of capital improvements
8 for port facilities development projects?

9 Bonds Yes []

10 Bonds No []

11 * Sec. 5. This Act takes effect on the day after its passage and approval
12 or on the day it becomes law without approval.
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Introduced: 2/6/74
Referred: State Affairs and
Finance

1 IN THE SENATE

BY POLAND, CROFT, HENSLEY, KERTTULA,
MELAND, K. MILLER, T. MILLER, RADER, RAY,
RETTIG, SACKETT, SILDES AND ZIEGLER

2 SENATE BILL NO. 351

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-
7 tion bonds in the amount of \$20,000,000 for the purpose
8 of paying the cost of port facilities development
9 projects; and providing for an effective date."

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

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16 these bonds. These bonds shall be issued under the provisions of AS 37.15
17 as these provisions read at the time of issuance.

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19 voters of the state, a special fund of the state to be known as the "1974
20 Port Facilities Development Fund" shall be established, to which shall be
21 credited the proceeds of the sale of the bonds described in sec. 1 of this
22 Act except for the accrued interest and premiums. There is appropriated
23 from the "1974 Port Facilities Development Fund" to the Department of Public
24 Works the sum of \$20,000,000. The proceeds of these bonds shall be allocated
25 in accordance with the provisions of AS 30.30 as those provisions read at
26 the time of issuance, as follows:

- 27 (1) \$2,500,000 - Anchorage
28 (2) \$2,000,000 - Nome
29 (3) \$1,500,000 - Ketchikan

1 the next state general election and shall read substantially as follows:

2 Proposition

3 State General Obligation Port Facilities

4 Development Bonds \$20,000,000

5 Shall the State of Alaska issue its general obligation
6 bonds in the principal amount of not more than \$20,000,000
7 for the purpose of paying the cost of capital improvements
8 for port facilities development projects?

9 Bonds Yes []

10 Bonds No []

11 * Sec. 5. This Act takes effect on the day after its passage and approval
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- 1 (4) \$1,500,000 - Wrangell
- 2 (5) \$1,500,000 - Juneau
- 3 (6) \$1,000,000 - Bethel
- 4 (7) \$1,000,000 - Petersburg
- 5 (8) \$1,000,000 - Sitka
- 6 (9) \$1,000,000 - Kodiak
- 7 (10) \$1,000,000 - Homer
- 8 (11) \$ 750,000 - Haines
- 9 (12) \$ 750,000 - Unalaska
- 10 (13) \$ 750,000 - Skagway
- 11 (14) \$ 500,000 - Dillingham
- 12 (15) \$ 500,000 - Seward
- 13 (16) \$ 500,000 - Pelican
- 14 (17) \$ 500,000 - Kenai
- 15 (18) \$ 500,000 - Kotzebue
- 16 (19) \$ 500,000 - Angoon
- 17 (20) \$ 250,000 - Tanana
- 18 (21) \$ 250,000 - St. Marys
- 19 (22) \$ 250,000 - Kasilof

20 * Sec. 3. If the issuance of these bonds is authorized by the qualified
21 voters of the state, the amount of \$70,000 or as much of that amount as is
22 found necessary, is appropriated from the general fund of the state to the
23 state bond committee to carry out the provisions of this Act and to pay
24 expenses incident to the sale or issuance of the bonds authorized in this
25 Act. The amounts expended from the appropriation authorized by this section
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4 Development Bonds \$20,000,000

5 Shall the State of Alaska issue its general obligation
6 bonds in the principal amount of not more than \$20,000,000
7 for the purpose of paying the cost of capital improvements
8 for port facilities development projects?

9 Bonds Yes []

10 Bonds No []

11 * Sec. 5. This Act takes effect on the day after its passage and approval
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The Legislature of the State of Alaska
 FISCAL NOTE
 First Session - Eighth Legislature

I. REQUEST

Bill Identification: All G.O. Bond Authorization Bills
 Title: _____
 Requested by: Jay Moran Date: 2-20-74
 Return Date Requested: ASAP
 Agency: Administration Program: Debt Service

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Debt Service
 A. EXPENDITURES: (Thousands of dollars)

| OBJECT | FY 73 | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES | | | | | | |
| 200 TRAVEL | | | | | | |
| 300 CONTRACTUAL | | | | | | |
| 400 COMMODITIES | | | | | | |
| 500 EQUIPMENT | | | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | | | | | |
| 800 Debt Service | | | | 15.0 | 45.0 | 60.0 |
| TOTAL | — | — | — | 15.0 | 45.0 | 60.0 |

B. FUNDING: (Thousands of dollars)

| | | | | | | |
|---------------|--|--|--|------|------|------|
| GENERAL FUND | | | | 15.0 | 45.0 | 60.0 |
| FEDERAL FUNDS | | | | | | |
| OTHER | | | | | | |

C. POSITIONS:

| | | | | | | |
|---------------------|---|---|---|-------|-------|-------|
| PERMANENT/TEMPORARY | / | / | / | 0 / 0 | 0 / 0 | 0 / 0 |
| MAN MONTHS (P./T.) | / | / | / | 0 / 0 | 0 / 0 | 0 / 0 |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Dollars above are per \$1 million. If, for instance, a \$30 million bond issue is being considered, the above amounts should be multiplied by 30.

IV. ATTACHMENTS

Assumptions and schedule for additional years

V. DATE: 2-26-74 PREPARED BY: M. R. Churney

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

MEMORANDUM

State of Alaska

TO: M. R. Charney, Director
 Division of Budget and Management
 Department of Administration

DATE: February 22, 1974

FILE NO:

TELEPHONE NO:

FROM: Murray D. Snyder, Capital Planner
 Division of Budget and Management
 Department of Administration

SUBJECT: Future Year Cost Per 1.0
 Million New G.O. Bond
 Authorization

The effect of approval in FY 75 per each 1.0 million in new General Obligation Bond authorization on the debt amortization cost is approximately as follows:¹

| | Amount of Interest and Principal Due Per 1M (in thousands) |
|---|--|
| FY 75 | 00.0 |
| FY 76 (Interest only assuming 25% authorization issued) | 15.0 |
| FY 77 (Interest only assuming 75% auth. had been issued) | 45.0 |
| FY 78 (Interest only assuming 100% auth. had been issued) | 60.0 |
| FY 79 (Interest and principal payment) | 61.7 ² |
| FY 80 (Interest and principal payment) | 73.8 |
| FY 81 (Interest and principal payment) | 77.6 |
| FY 82 (Interest and principal payment) | 79.5 |
| FY 83 (Interest and principal payment) | 84.2 |
| FY 84 (Interest and principal payment) | 85.4 |
| FY 85 (Interest and principal payment) | 83.4 |
| FY 86 (Interest and principal payment) | 80.4 |
| FY 87 - 95 (not computed) | |

1. Assumed interest rate of 6%
2. Principal repayment amounts based on recent experience

The Legislature of the State of Alaska
 FISCAL NOTE
 Second Session - Eighth Legislature

I. REQUEST

Bill Identification: House Bills 586 and 587 & Senate Bill 350 4351
 Title: \$20,000,000 general obligation bonds for port facilities development
 Requested by: Legislative Finance Date: 2/13/74
 Return Date Requested: 2/20/74
 Agency: Department of Public Works Program: Development

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Water and Harbors Program

A. EXPENDITURES: (Thousands of dollars)

| OBJECT | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 | FY 79 |
|--------------------------|-------|---------|---------|---------|---------|---------|
| 100 PERSONAL SERVICES | | 44.0 | 46.0 | 48.5 | 51.0 | 53.5 |
| 200 TRAVEL | | 3.0 | 3.5 | 4.0 | 4.5 | 5.0 |
| 300 CONTRACTUAL | | 1.0 | 1.0 | 1.5 | 1.5 | 2.0 |
| 400 COMMODITIES | | .5 | .5 | .5 | .5 | .5 |
| 500 EQUIPMENT | | 2.0 | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | 3,949.5 | 3,949.0 | 3,945.5 | 3,942.5 | 3,939.0 |
| TOTAL | | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 |

B. FUNDING: (Thousands of dollars)

| GENERAL FUND | | | | | | |
|------------------|--|---------|---------|---------|---------|---------|
| FEDERAL FUNDS | | | | | | |
| OTHER G.O. Bonds | | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 |

C. POSITIONS:

| PERMANENT/TEMPORARY | / | 2 / | 2 / | 2 / | 2 / | 2 / |
|---------------------|---|------|------|------|------|------|
| MAN MONTHS (P./T.) | / | 24 / | 24 / | 24 / | 24 / | 24 / |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

It is assumed that the program will be administered by the Division of Water and Harbors as an addition to the existing smallcraft harbor facilities development program. Since the bonds will be disbursed to the local governments for direct contract payments or reimbursement for funds expended in the completion of approved projects, only two new positions are projected. One public works planner would assume the administrative responsibilities related to the program including the processing, review, and analysis of applications, priority programming, coordination with local government officials and necessary paper flow. One engineering position will be required to review and analyze required engineering and economic feasibility studies and to assist in the compilation of appropriate data necessary

IV. ATTACHMENTS for reports and recommendations to the Commissioner.

1. Detail of personal services (Form 13)
2. Special Report "Funding Local Port Development Projects".

V. DATE: 2/15/74

PREPARED BY: Don Statter

Don Statter, Director
 Division of Water and Harbors

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

SPECIAL REPORT

FUNDING LOCAL PORT DEVELOPMENT PROJECTS

STATE OF ALASKA
DIVISION OF WATER AND HARBORS
DEPARTMENT OF PUBLIC WORKS

Don Statter
Director

R.T. Meketa
Public Works Planner

November 1973

INTRODUCTION

The importance of waterborne commerce in the history of Alaska requires little explanation for it would be difficult to imagine development without waterborne commerce. From ancient native life styles, to our present complex civilization, waterways have provided the primary means of travel, communication and the exchange of ideas and commodities.

It is fortunate that nature has provided Alaska with a vast coastline and extensive navigable river system but it is unfortunate that the full employment of this natural transportation base has never been realized. Both major and minor ports are, in most cases, undersized, outmoded and inadequate to meet today's needs. Recent changes in shipping techniques and the trend toward larger vessels have, and will, require drastic improvements in port facilities. These problems have already led to relatively high overall tariff rates and unless basic improvements are made it appears that general rate increases will follow, which in turn, will create a transportation burden detrimental to the economy of the State and its people.

FINANCING PORT DEVELOPMENT

State - No agency of the State government currently has a program or funding for the development of deep draft port facilities. The Department of Public Works has participated in the development of some shallow draft and medium draft dock facilities as well as Marine Highway System ferry terminal improvements but activity has been limited due to funding restrictions.

Federal - The Corps of Engineers has authority to make improvements in navigation for the purpose of the development, conduct and safety of waterborne commerce. This authority does not extend to the construction of dock, wharf or other structural facilities but is limited to such things as small boat harbor construction, deepening and widening waterways, protecting harbor entrances, removing obstructions to navigation, etc.

The Economic Development Administration (Department of Commerce), through the Public Works and Development Act of 1965, has been the primary source for funding port facility development in Alaska in recent years. Projects have ranged from multi-million dollar complex facilities through simple, time tested and proven timber dock structures to handle the needs of the smaller communities. The amount of federal participation is dependent on several factors and, in some cases, may approach 100%. The time from inception to completion will vary from project to project but three years is usually considered as average. Projects are sponsored by local governments who prepare the necessary applications, finance the non-federal share of funding, and operate and maintain the completed facilities.

THE PROBLEM

The President's proposed Federal budget for fiscal year 1974 calls for drastic reductions in the funding level of the Public Works and Development Act of 1965. Considering the present economic condition of most communities this will signal a virtual halt to any new port development or expansion projects. Unless new sources of revenue can be found to carry on this vital function the situation will become more critical.

THE ALTERNATIVES

Of the various alternatives examined, only four were found to warrant detailed analysis. They are:

1. Utilize new or proposed new sources of federal revenue sharing or grant monies.
2. The State assume the past role of EDA through a program of cost sharing grants and loans.
3. The municipalities pay for the needed improvements through bonds, special taxes, etc.
4. The creation of a statewide Port Authority with full bonding and taxing authority.

ANALYSIS OF ALTERNATIVES

Federal - New programs proposed by the President to replace planned funding cutbacks include Special Revenue Sharing for Urban Community Development (Better Communities Act). The extent to which grant allocations from this program would be made available for port development in Alaska is unknown at this time. However, a preliminary analysis of available information leads to the conclusion that emphasis will be shifted from physical to social requirements. It is expected that funding will begin in fiscal year 1975.

The Rural Development Act of 1972 will, together with other numerous provisions, provide loans and grants to public bodies for measures designed to facilitate development of private business and industrial enterprises. There is some doubt that municipal port facilities will qualify for such monies. Unfunded in it's first year, activity has been accurately described as "slowly unfolding" and what to anticipate in the way of funding and impact on Alaska is not much better known today than it was when the Act became law. The comments applicable to Special Revenue Sharing and the proposed Better Communities Act apply here also.

State - A modest bond proposal to provide funds for local Port Development project on a cost sharing basis would appear to be a realistic alternative. The program could be administered through the Department of Public Works with only a very nominal increase in staff required. This would allow for the completion of badly needed port improvements during the interim period of State and Federal fiscal adjustment without creating an unnecessary hardship on State or local government budgets.

Local Government - Most Alaskan municipalities are hard pressed to meet the expanding demand for streets, sewers, utilities and other basic community needs and in many cases are already overtaking their fiscal capacity. While this alternate may be possible for some of the larger cities it is beyond the capability of the smaller communities and villages. To most of these smaller coastal cities a port is vital to their existence since they look to the sea as a primary factor in their basic economic development. For these communities to delay harbor improvements until more prosperous times would be entirely impractical since the very port that they are trying to develop will probably be one of the major municipal improvements that would contribute to economic stability.

Statewide Port Authority - Interest in a statewide Port Authority dates back many years; however, no major effort has ever been made to create such an agency within the State government. This can be attributed to many things although the fact that the Alaska Constitution gives taxing power only to the State, the Boroughs and local municipalities is perhaps the most significant factor. Also, most local communities have voiced a general reluctance toward this concept because they feel it would pre-empt their right to tax and regulate facilities now under their jurisdiction.

CONCLUSIONS & RECOMMENDATION

Alaska's ports play an important role in the social and economic well being of the State. Existing inadequate facilities and the attendant inefficiencies result in transportation costs higher than necessary creating an almost unbearable burden on many of the State's residents. Many communities desire and need port facilities but lack the ability to fund these improvements. Past sources of federal financial assistance are disappearing and the outlook for their restoration is doubtful. The probability of the legislature creating a statewide port authority in the current period of fiscal uncertainty would have to be considered very remote. Therefore, of the alternatives examined, a statewide general obligation bond proposal to provide grants for locally sponsored port development projects is considered to be the most feasible. This would essentially amount to the creation of an interim state program designed to replace the federal government's defunct Economic Development Administration.

CONCLUSIONS & RECOMMENDATION (con't)

It is expected that procedures developed and used by EDA in processing similar proposals under the federal program would be used as a guide in allocating port development grants under the provisions of the state program. Priorities would be established by the state. First consideration would be given to those communities who had completed preliminary cost: benefit and engineering feasibility studies for federal EDA funds prior to the termination of that program. Second consideration would be given to those proposed projects conceived prior to the end of the EDA activity but not yet advanced to the study or application stages. In all cases justification and priority would be measured largely by the relationship of the project to the overall transportation needs of the State.

Recognizing that it may be many years before new sources of funding assistance are available to local governments it is recommended that appropriate legislation be initiated immediately. The proposed legislation, if enacted into law, should provide for a bond measure in the amount of 20 million dollars. The proceeds from the sale of these bonds would be used specifically for the purpose of providing financial assistance to local governments for the construction of marine oriented port development projects.

13

FY 75

PERSONAL SERVICES
REQUEST FOR NEW POSITION

| AGENCY | CATEGORY | Code |
|-------------------|----------|-------------------|
| Public Works | 07 | Development |
| DIVISION | 73 | Comm. Development |
| Water and Harbors | 03 | Water and Harbors |
| SUB-ELEMENT | | |

| | | | | | | |
|---------------------|--|--------|--------|----------------------|------------|---|
| POSITION TITLE | Public Works Planner | | RANGE | 20 | LOCATION | Juneau |
| TYPE OF POSITION | Permanent Full-time | NEW | X | ESTABLISHED | | |
| TYPE OF EXPENDITURE | PERSONAL SERVICES | AMOUNT | 20,407 | FY 75 FUNDING SOURCE | G.O. Bonds | DETAIL OF RELATED EXPENSES |
| | EQUIPMENT | | 1,000 | | | Office furniture and equipment |
| | OTHER | | 2,000 | | | Travel, per diem, commodities, services |
| | TOTAL | | 23,407 | | | |
| PROJECTIONS | | | | | | |
| TOTAL EXPENSES | | | | | | |
| FUNDING SOURCE | G.O. Bonds for Port Facilities Development | | 23,500 | FY 76 | 25,000 | FY 77 |
| | | | | | | 26,500 |
| | | | | | | 28,000 |

EXPLANATION:

GOVERNOR APPROVED DISAPPROVED

LEGISLATURE APPROVED DISAPPROVED

CERTIFICATION BY AGENCY HEAD

DATE

PCN LOCATION EFFECTIVE DATE APPROVED BY: RANGE CLASS CODE APPROVED CLASSIFICATION

13 PERSONAL SERVICES
 REQUEST FOR NEW POSITION
 FY 75

| AGENCY | CATEGORY | 07 | Development |
|-------------------|-------------|----|-----------------------|
| Public Works | PROGRAM | 73 | Comm. Development |
| DIVISION | SUB PROGRAM | 03 | Water & Harbors, Fac. |
| Water and Harbors | ELEMENT | | |
| | SUB ELEMENT | | |

| | | | | | | |
|---------------------|--|--------|-------------|----------------------|------------|---|
| POSITION TITLE | Construction Engineer III | | RANGE | 22 | LOCATION | Juneau |
| TYPE OF POSITION | Permanent Full-time | NEW | ESTABLISHED | Y | M/C: | C |
| TYPE OF EXPENDITURE | PERSONAL SERVICES | AMOUNT | 23,650 | FY 75 FUNDING SOURCE | G.O. Bonds | 20,388 and benefits 3,262 |
| | EQUIPMENT | 1,000 | | | | Office furniture and equipment |
| | OTHER | 2,500 | | | | Travel, per diem, commodities, services |
| | TOTAL | 27,150 | | | | |
| PROJECTIONS | | | | | | |
| TOTAL EXPENSES | | | | | | |
| | | | FY 76 | FY 77 | FY 78 | FY 79 |
| FUNDING SOURCE | G.O. Bonds for Port Facilities Development | | 27,500 | 29,500 | 31,000 | 33,000 |

EXPLANATION:

| | | | | | | | |
|----------|--|---|-------------|-----------------------------------|--------------------------------------|------------------------------|------|
| GOVERNOR | APPROVED <input checked="" type="checkbox"/> | DISAPPROVED <input checked="" type="checkbox"/> | LEGISLATURE | APPROVED <input type="checkbox"/> | DISAPPROVED <input type="checkbox"/> | CERTIFICATION BY AGENCY HEAD | DATE |
|----------|--|---|-------------|-----------------------------------|--------------------------------------|------------------------------|------|

| PCN | LOCATION | EFFECTIVE DATE | APPROVED BY: | RANGE | CLASS CODE | APPROVED CLASSIFICATION |
|-----|----------|----------------|--------------|-------|------------|-------------------------|
| | | | | | | |



RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith
Signature of Camera Operator

4/26/89
Date

"An Act providing for the issuance of general obligation bonds in the amount of \$22,500,000 for the purpose of paying the cost of port facilities development projects; and providing for an effective date."

COMMITTEE REPORT

3/26/74

HOUSE

Mr. Speaker:

Date 4/22/74

The Committee on FINANCE has had CSSB 351 am

under consideration. A Majority of the members of the Committee

- recommends it DO PASS
- recommends it DO NOT PASS
- recommends it DO PASS WITH ATTACHED AMENDMENT(S)
- recommends it BE REPLACED WITH CS FOR _____ AND THAT
CS FOR _____ DO PASS
- "and" recommends it BE REFERRED TO THE _____
COMMITTEE
- reports it back WITHOUT RECOMMENDATION
- "other"

Members signing the Majority report:

| | | |
|--------------------|-------|-------|
| <u>[Signature]</u> | _____ | _____ |
| <u>[Signature]</u> | _____ | _____ |
| <u>[Signature]</u> | _____ | _____ |
| <u>[Signature]</u> | _____ | _____ |

Members NOT concurring in the Majority report:

| | | |
|--------------------|-------------|------------------------------|
| <u>[Signature]</u> | recommends: | <u>NO REC UNDER REPORTED</u> |
| <u>[Signature]</u> | recommends: | <u>DO PASS if amended</u> |
| _____ | recommends: | _____ |
| _____ | recommends: | _____ |
| _____ | recommends: | _____ |

[Signature] Chairman



LAWS OF ALASKA

1974

Source

CSSB 351 am

Chapter No.

86

AN ACT

Providing for the issuance of general obligation bonds in the amount of \$22,500,000 for the purpose of paying the cost of port facilities development projects; and providing for an effective date.

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

* Section 1. For the purpose of paying the cost of port facilities development projects under AS 30.30, general obligation bonds of the state in the principal amount of not more than \$22,500,000 shall be issued and sold. The full faith, credit and resources of the state are pledged to the payment of the principal of and interest and redemption premium, if any, on these bonds. These bonds shall be issued under the provisions of AS 35.15 as those provisions read at the time of issuance.

* Sec. 2. If the issuance of these bonds is authorized by the qualified voters of the state, a special fund of the state to be known as the "1974 Port Facilities Development Fund" shall be established, to which shall be credited the proceeds of the sale of the bonds described in sec. 1 of this Act except for the accrued interest and premiums. There is appropriated from the "1974 Port Facilities Development Fund" to the Department of Public Works the sum of \$22,500,000. The proceeds of these bonds shall be allocated in accordance with the provisions of AS 30.30 as those provisions read at the time of issuance and notwithstanding the provisions of AS 24.30.037 shall be apportioned to, but not limited to, the following projects and estimates:

- (1) \$3,500,000 - Anchorage
- (2) \$2,000,000 - Nome
- (3) \$1,500,000 - Ketchikan
- (4) \$1,500,000 - Wrangell
- (5) \$1,500,000 - Juneau

- (6) \$1,000,000 - Bethel
- (7) \$1,000,000 - Petersburg
- (8) \$1,000,000 - Kodiak
- (9) \$1,000,000 - Homer
- (10) \$1,000,000 - Sitka
- (11) \$1,000,000 - Cordova
- (12) \$ 750,000 - Haines
- (13) \$ 750,000 - Unalaska
- (14) \$ 750,000 - Skagway
- (15) \$ 650,000 - Kenai
- (16) \$ 500,000 - Seward
- (17) \$ 500,000 - Valdez
- (18) \$ 350,000 - Kotzebue
- (19) \$ 250,000 - Dillingham
- (20) \$ 250,000 - Pelican
- (21) \$ 250,000 - Angoon
- (22) \$ 150,000 - Tanana
- (23) \$ 150,000 - St. Marys

(24) \$1,200,000 for other port development projects, including those listed above, as may be determined feasible by the commissioner of public works and approved by the governor.

* Sec. 3. If the issuance of these bonds is authorized by the qualified voters of the state, the amount of \$78,750 or as much of that amount as is found necessary, is appropriated from the general fund of the state to the state bond committee to carry out the provisions of this Act and to pay expenses incident to the sale or issuance of the bonds authorized in this Act. The amounts expended from the appropriation authorized by this section shall be reimbursed to the general fund from the proceeds of the sale of the bonds authorized by this Act.

* Sec. 4. The question of whether the bonds authorized in this Act are to be issued shall be submitted to the qualified voters of the state at the next state general election and shall read substantially as follows:

Proposition

State General Obligation Port Facilities
Development Bonds \$22,500,000

Shall the State of Alaska issue its general obligation bonds in the principal amount of not more than

\$22,500,000 for the purpose of paying the cost of capital improvements for port facilities development projects?

| | | |
|-------|-----|-----|
| Bonds | Yes | [] |
| Bonds | No | [] |

* Sec. 5. This Act takes effect on the day after its passage and approval or on the day it becomes law without approval.

Original sponsor: Poland, T. Miller,
Silides, et al

Offered: 3/19/74
Referred: Rules

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 351

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-
7 tion bonds in the amount of \$22,500,000 for the purpose
8 of paying the cost of port facilities development
9 projects; and providing for an effective date."

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

11 * Section 1. For the purpose of paying the cost of port facilities develop-
12 ment projects under AS 30.30, general obligation bonds of the state in the
13 principal amount of not more than \$22,500,000 shall be issued and sold. The
14 full faith, credit and resources of the state are pledged to the payment of
15 the principal of and interest and redemption premium, if any, on these bonds.
16 These bonds shall be issued under the provisions of AS 35.15 as these provi-
17 sions read at the time of issuance.

18 * Sec. 2. If the issuance of these bonds is authorized by the qualified
19 voters of the state, a special fund of the state to be known as the "1974
20 Port Facilities Development Fund" shall be established, to which shall be
21 credited the proceeds of the sale of the bonds described in sec. 1 of this
22 Act except for the accrued interest and premiums. There is appropriated from
23 the "1974 Port Facilities Development Fund" to the Department of Public Works
24 the sum of \$22,500,000. The proceeds of these bonds shall be allocated in
25 accordance with the provisions of AS 30.30 as those provisions read at the
26 time of issuance and notwithstanding the provisions of AS 24.30.037 shall be
27 apportioned to, but not limited to, the following projects and estimates:

28 (1) \$3,500,000 - Anchorage

29 (2) \$2,000,000 - Nome

- 1 (3) \$1,500,000 - Ketchikan
- 2 (4) \$1,500,000 - Wrangell
- 3 (5) \$1,500,000 - Juneau
- 4 (6) \$1,000,000 - Bethel
- 5 (7) \$1,000,000 - Petersburg
- 6 (8) \$1,000,000 - Kodiak
- 7 (9) \$1,000,000 - Homer
- 8 (10) \$1,000,000 - Sitka
- 9 (11) \$1,000,000 - Cordova
- 10 (12) \$ 750,000 - Haines
- 11 (13) \$ 750,000 - Unalaska
- 12 (14) \$ 750,000 - Skagway
- 13 (15) \$ 650,000 - Kenai
- 14 (16) \$ 500,000 - Seward
- 15 (17) \$ 500,000 - Valdez
- 16 (18) \$ 350,000 - Kotzebue
- 17 (19) \$ 250,000 - Dellingham
- 18 (20) \$ 250,000 - Pelican
- 19 (21) \$ 250,000 - Angoon
- 20 (22) \$ 150,000 - Tanana
- 21 (23) \$ 150,000 - St. Marys
- 22 (24) \$1,200,000 for other port development projects, including

23 those listed above, as may be determined feasible by the Commissioner of
24 Public Works and approved by the Governor.

25 * Sec. 3. If the issuance of these bonds is authorized by the qualified
26 voters of the state, the amount of \$78,750 or as much of that amount as is
27 found necessary, is appropriated from the general fund of the state to the
28 state bond committee to carry out the provisions of this Act and to pay
29 expenses incident to the sale or issuance of the bonds authorized in this

1 Act. The amounts expended from the appropriation authorized by this section
2 shall be reimbursed to the general fund from the proceeds of the sale of
3 the bonds authorized by this Act.

4 * Sec. 4. The question of whether the bonds authorized in this Act are
5 to be issued shall be submitted to the qualified voters of the state at the
6 next state general election and shall read substantially as follows:

7 Proposition

8 State General Obligation Port Facilities

9 Development Bonds \$22,500,000

10 Shall the State of Alaska issue its general obligation bonds
11 in the principal amount of not more than \$22,500,000 for the
12 purpose of paying the cost of capital improvements for port
13 facilities development projects?

14 Bonds Yes []

15 Bonds No []

16 * Sec. 5. This Act takes effect on the day after its passage and approval
17 or on the day it becomes law without approval.

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29

The Legislature of the State of Alaska
 FISCAL NOTE
 Second Session - Eighth Legislature

I. REQUEST

Bill Identification: House Bills 586 and 587 - SB 350 + 351
 Title: \$20,000,000 general obligation bonds for port facilities development
 Requested by: Legislative Finance Date: 2/13/74
 Return Date Requested: 2/20/74
 Agency: Department of Public Works Program: Development

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Water and Harbors Program

A. EXPENDITURES: (Thousands of dollars)

| OBJECT | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 | FY 79 |
|--------------------------|-------|---------|---------|---------|---------|---------|
| 100 PERSONAL SERVICES | | 44.0 | 46.0 | 48.5 | 51.0 | 53.5 |
| 200 TRAVEL | | 3.0 | 3.5 | 4.0 | 4.5 | 5.0 |
| 300 CONTRACTUAL | | 1.0 | 1.0 | 1.5 | 1.5 | 2.0 |
| 400 COMMODITIES | | .5 | .5 | .5 | .5 | .5 |
| 500 EQUIPMENT | | 2.0 | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | 3,949.5 | 3,949.0 | 3,945.5 | 3,942.5 | 3,939.0 |
| TOTAL | | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 |

B. FUNDING: (Thousands of dollars)

| | | | | | | |
|------------------|--|---------|---------|---------|---------|---------|
| GENERAL FUND | | | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER G.O. Bonds | | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 |

C. POSITIONS:

| | | | | | | |
|---------------------|---|------|------|------|------|------|
| PERMANENT/TEMPORARY | / | 2 / | 2 / | 2 / | 2 / | 2 / |
| MAN MONTHS (P./T.) | / | 24 / | 24 / | 24 / | 24 / | 24 / |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

It is assumed that the program will be administered by the Division of Water and Harbors as an addition to the existing smallcraft harbor facilities development program. Since the bonds will be disbursed to the local governments for direct contract payments or reimbursement for funds expended in the completion of approved projects, only two new positions are projected. One public works planner would assume the administrative responsibilities related to the program including the processing, review, and analysis of applications, priority programming, coordination with local government officials and necessary paper flow. One engineering position will be required to review and analyze required engineering and economic feasibility studies and to assist in the compilation of appropriate data necessary

IV. ATTACHMENTS for reports and recommendations to the Commissioner.

1. Detail of personal services (Form 13)
2. Special Report "Funding Local Port Development Projects".

V. DATE: 2/15/74

PREPARED BY: Don Statter

Don Statter, Director
 Division of Water and Harbors

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

SPECIAL REPORT

FUNDING LOCAL PORT DEVELOPMENT PROJECTS

STATE OF ALASKA
DIVISION OF WATER AND HARBORS
DEPARTMENT OF PUBLIC WORKS

Don Statter
Director

R.T. Meketa
Public Works Planner

November 1973

INTRODUCTION

The importance of waterborne commerce in the history of Alaska requires little explanation for it would be difficult to imagine development without waterborne commerce. From ancient native life styles, to our present complex civilization, waterways have provided the primary means of travel, communication and the exchange of ideas and commodities.

It is fortunate that nature has provided Alaska with a vast coastline and extensive navigable river system but it is unfortunate that the full employment of this natural transportation base has never been realized. Both major and minor ports are, in most cases, undersized, outmoded and inadequate to meet today's needs. Recent changes in shipping techniques and the trend toward larger vessels have, and will, require drastic improvements in port facilities. These problems have already led to relatively high overall tariff rates and unless basic improvements are made it appears that general rate increases will follow, which in turn, will create a transportation burden detrimental to the economy of the State and its people.

FINANCING PORT DEVELOPMENT

State - No agency of the State government currently has a program or funding for the development of deep draft port facilities. The Department of Public Works has participated in the development of some shallow draft and medium draft dock facilities as well as Marine Highway System ferry terminal improvements but activity has been limited due to funding restrictions.

Federal - The Corps of Engineers has authority to make improvements in navigation for the purpose of the development, conduct and safety of waterborne commerce. This authority does not extend to the construction of dock, wharf or other structural facilities but is limited to such things as small boat harbor construction, deepening and widening waterways, protecting harbor entrances, removing obstructions to navigation, etc.

The Economic Development Administration (Department of Commerce), through the Public Works and Development Act of 1955, has been the primary source for funding port facility development in Alaska in recent years. Projects have ranged from multi-million dollar complex facilities through simple, time tested and proven timber dock structures to handle the needs of the smaller communities. The amount of federal participation is dependent on several factors and, in some cases, may approach 100%. The time from inception to completion will vary from project to project but three years is usually considered as average. Projects are sponsored by local governments who prepare the necessary applications, finance the non-federal share of funding, and operate and maintain the completed facilities.

THE PROBLEM

The President's proposed Federal budget for fiscal year 1974 calls for drastic reductions in the funding level of the Public Works and Development Act of 1965. Considering the present economic condition of most communities this will signal a virtual halt to any new port development or expansion projects. Unless new sources of revenue can be found to carry on this vital function the situation will become more critical.

THE ALTERNATIVES

Of the various alternatives examined, only four were found to warrant detailed analysis. They are:

1. Utilize new or proposed new sources of federal revenue sharing or grant monies.
2. The State assume the past role of EDA through a program of cost sharing grants and loans.
3. The municipalities pay for the needed improvements through bonds, special taxes, etc.
4. The creation of a statewide Port Authority with full bonding and taxing authority.

ANALYSIS OF ALTERNATIVES

Federal - New programs proposed by the President to replace planned funding cutbacks include Special Revenue Sharing for Urban Community Development (Better Communities Act). The extent to which grant allocations from this program would be made available for port development in Alaska is unknown at this time. However, a preliminary analysis of available information leads to the conclusion that emphasis will be shifted from physical to social requirements. It is expected that funding will begin in fiscal year 1975.

The Rural Development Act of 1972 will, together with other numerous provisions, provide loans and grants to public bodies for measures designed to facilitate development of private business and industrial enterprises. There is some doubt that municipal port facilities will qualify for such monies. Unfunded in it's first year, activity has been accurately described as "slowly unfolding" and what to anticipate in the way of funding and impact on Alaska is not much better known today than it was when the Act became law. The comments applicable to Special Revenue Sharing and the proposed Better Communities Act apply here also.

State - A modest bond proposal to provide funds for local Port Development project on a cost sharing basis would appear to be a realistic alternative. The program could be administered through the Department of Public Works with only a very nominal increase in staff required. This would allow for the completion of badly needed port improvements during the interim period of State and Federal fiscal adjustment without creating an unnecessary hardship on State or local government budgets.

Local Government - Most Alaskan municipalities are hard pressed to meet the expanding demand for streets, sewers, utilities and other basic community needs and in many cases are already overtaxing their fiscal capacity. While this alternate may be possible for some of the larger cities it is beyond the capability of the smaller communities and villages. To most of these smaller coastal cities a port is vital to their existence since they look to the sea as a primary factor in their basic economic development. For these communities to delay harbor improvements until more prosperous times would be entirely impractical since the very port that they are trying to develop will probably be one of the major municipal improvements that would contribute to economic stability.

Statewide Port Authority - Interest in a statewide Port Authority dates back many years; however, no major effort has ever been made to create such an agency within the State government. This can be attributed to many things although the fact that the Alaska Constitution gives taxing power only to the State, the Boroughs and local municipalities is perhaps the most significant factor. Also, most local communities have voiced a general reluctance toward this concept because they feel it would pre-empt their right to tax and regulate facilities now under their jurisdiction.

CONCLUSIONS & RECOMMENDATION

Alaska's ports play an important role in the social and economic well being of the State. Existing inadequate facilities and the attendant inefficiencies result in transportation costs higher than necessary creating an almost unbearable burden on many of the State's residents. Many communities desire and need port facilities but lack the ability to fund these improvements. Past sources of federal financial assistance are disappearing and the outlook for their restoration is doubtful. The probability of the legislature creating a statewide port authority in the current period of fiscal uncertainty would have to be considered very remote. Therefore, of the alternatives examined, a statewide general obligation bond proposal to provide grants for locally sponsored port development projects is considered to be the most feasible. This would essentially amount to the creation of an interim state program designed to replace the federal government's defunct Economic Development Administration.

CONCLUSIONS & RECOMMENDATION (con't)

It is expected that procedures developed and used by EDA in processing similar proposals under the federal program would be used as a guide in allocating port development grants under the provisions of the state program. Priorities would be established by the state. First consideration would be given to those communities who had completed preliminary cost: benefit and engineering feasibility studies for federal EDA funds prior to the termination of that program. Second consideration would be given to those proposed projects conceived prior to the end of the EDA activity but not yet advanced to the study or application stages. In all cases justification and priority would be measured largely by the relationship of the project to the overall transportation needs of the State.

Recognizing that it may be many years before new sources of funding assistance are available to local governments it is recommended that appropriate legislation be initiated immediately. The proposed legislation, if enacted into law, should provide for a bond measure in the amount of 20 million dollars. The proceeds from the sale of these bonds would be used specifically for the purpose of providing financial assistance to local governments for the construction of marine oriented port development projects.

13

FY 75

PERSONAL SERVICES
REQUEST FOR NEW POSITION

| | | | | |
|----------|-------------------|-------------|----|-------------------|
| AGENCY | PUBLIC WORKS | CATEGORY | 07 | code |
| DIVISION | Water and Harbors | PROGRAM | 73 | Development |
| | | SUB-PROGRAM | 03 | Comm Development |
| | | ELEMENT | | Water and Harbors |
| | | SUB-ELEMENT | | |

| | | | | | | | | | |
|---------------------|----------------------|--------|--------|----------------------|------------|---|--|-------------|--|
| POSITION TITLE | Public Works Planner | | RANGE | 20 | LOCATION | Juneau | | | |
| TYPE OF POSITION | Permanent Full-time | NEW | X | ESTABLISHED | | PRIORITY | | PAGE / LINE | |
| TYPE OF EXPENDITURE | PERSONAL SERVICES | AMOUNT | 20,407 | FY 75 FUNDING SOURCE | G.O. Bonds | DETAIL OF RELATED EXPENSES | | | |
| | EQUIPMENT | 1,000 | | | | Office furniture and equipment | | | |
| | OTHER | 2,000 | | | | Travel, per diem, commodities, services | | | |
| | TOTAL | 23,407 | | | | | | | |

| | | | | | |
|----------------|--|--------|--------|--------|--------|
| PROJECTIONS | | | | | |
| TOTAL EXPENSES | | | | | |
| FUNDING SOURCE | G.O. Bonds for Port Facilities Development | 23,500 | 25,000 | 26,500 | 28,000 |
| | | | | | |
| | | | | | |
| | | | | | |

EXPLANATION:

| | | | | | | | |
|----------|-----------------------------------|--------------------------------------|-------------|-----------------------------------|--------------------------------------|------------------------------|------|
| GOVERNOR | APPROVED <input type="checkbox"/> | DISAPPROVED <input type="checkbox"/> | LEGISLATURE | APPROVED <input type="checkbox"/> | DISAPPROVED <input type="checkbox"/> | CERTIFICATION BY AGENCY HEAD | DATE |
|----------|-----------------------------------|--------------------------------------|-------------|-----------------------------------|--------------------------------------|------------------------------|------|

| | | | | | | |
|-----|----------|----------------|--------------|-------|------------|-------------------------|
| PCN | LOCATION | EFFECTIVE DATE | APPROVED BY: | RANGE | CLASS CODE | APPROVED CLASSIFICATION |
|-----|----------|----------------|--------------|-------|------------|-------------------------|

13

FY 75

PERSONAL SERVICES
REQUEST FOR NEW POSITION

| | | | |
|-------------------|-------------|------|----------------------|
| AGENCY | CATEGORY | code | |
| Public Works | PROGRAM | 07 | Development |
| DIVISION | SUB PROGRAM | 73 | Comm. Development |
| Water and Harbors | ELEMENT | 03 | Water & Harbors Fac. |
| | SUB-ELEMENT | | |

| | | | | | | | | | |
|---------------------|--|-----------------------------------|--------------------------------------|---|--------|-----------------------------------|--------------------------------------|------------------------------|------------|
| POSITION TITLE | | Construction Engineer III | | RANGE | 22 | LOCATION | Juneau | APPROVED CLASSIFICATION | |
| TYPE OF POSITION | | Permanent Full-time | | M/C: | C | PRIORITY | PAGE / LINE | | |
| TYPE OF EXPENDITURE | AMOUNT | FY 75 | FUNDING SOURCE | DETAIL OF RELATED EXPENSES | | | | | CLASS CODE |
| | PERSONAL SERVICES | 23,650 | G.O. Bonds | 20,388 and benefits 3,262 | | | | | |
| EQUIPMENT | 1,000 | | | Office furniture and equipment | | | | | |
| OTHER | 2,500 | | | Travel, per diem, commodities, services | | | | | |
| TOTAL | | 27,150 | | | | | | | |
| PROJECTIONS | | | | FY 76 | FY 77 | FY 78 | FY 79 | RANGE | |
| TOTAL EXPENSES | | | | | | | | APPROVED BY: | |
| FUNDING SOURCE | G.O. Bonds for Port Facilities Development | | | 27,500 | 29,500 | 31,000 | 33,000 | EFFECTIVE DATE | |
| EXPLANATION: | | | | | | | | | |
| GOVERNOR | | APPROVED <input type="checkbox"/> | DISAPPROVED <input type="checkbox"/> | LEGISLATURE | | APPROVED <input type="checkbox"/> | DISAPPROVED <input type="checkbox"/> | CERTIFICATION BY AGENCY HEAD | |
| | | | | | | DATE | | LOCATION | |
| | | | | | | | | PCN | |

MEMORANDUM


State of Alaska

TO: J. H. Hogan, Director
Division of Legislative Finance

DATE: February 26, 1974

FILE NO:

TELEPHONE NO:

FROM:  Carl Gonder, Budget Analyst
Division of Budget and Management
Department of Administration

SUBJECT: HB 586 Fiscal Note

Review of the fiscal note prepared for HB 586 by Don Stattor, Director of the Division of Waters and Harbors reveals two consequential omissions:

- 1) No analysis of the influence of debt retirement on the General Fund, and
- 2) no statement indicating that the program operating expenses would result in grants totalling less than \$20 million.