

LEG. FINANCE BILLS 1977 - 1978 / 68

HB 629 thru HB 636

78



RECORDS CERTIFICATION



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James A. Smith
Signature of Camera Operator

2/14/90
Date

14B 6 29

January 13, 1978

The Honorable Hugh Malone
Speaker of the House
Alaska State Legislature
Juneau, Alaska 99811

Dear Mr. Speaker:

Under authority of art. III, sec. 18 of the Alaska Constitution, and in accordance with AS 24.30.060(b) and the Uniform Rules of the Alaska State Legislature, I am transmitting a bill making a supplemental appropriation to the Department of Transportation and Public Facilities, Southeast and Southwest vessel operations, to pay FY 78 negotiated union contracts. This general fund supplement will cover salary, pension, and health and welfare increases for IBU and MEBA members.

Sincerely,

S/JSH

Jay S. Hammond
Governor

HB
629
409,000

Salary - Pension -- Health & Welfare
Benefits.
Inland Boatmen --
Marine engineers
negotiated

STATE
of MISSISSIPPI

MEMORANDUM

TO: Ron Lind
Director
Division of Budget & Management
Office of the Governor

DATE: December 12, 1977

FILE NO:

TELEPHONE NO:

FROM: Donald Harris *DH*
Commissioner
Department of Transportation
and Public Facilities

SUBJECT: FY78 Supplemental Request
Division of Marine Highway Systems

As outlined in your instruction memo of October 26, 1977, we have completed and attach proper Supplemental Request Analysis forms for the Division of Marine Highway Systems. This request covers only increases that occur as a result of contracted salary and benefit increases with Maritime Unions. The formulas for calculating these increases is also attached for your review.

Projected costs as related to C.O.L.A. increases were secured from the Department of Administration, Division of Labor Relations.

Attachments (2)

cc: J. O'Sullivan w/attachments
P. Ryan w/attachments
W. R. Hudson w/attachments
W. Endicott w/attachments

FY78

IBU

SE System

465.4 positions. Each position theoretically works 2184 hours per year.

The cost of living increase determined on 10-1-77 is 13-1/2 cents per hour, effective 1-1-78 through 6-30-78. With this theory, the computations would be as follows:

SALARY INCREASES: 465.4 positions X 2184 hours per year X 13-1/2 cents per hour ÷ 2 to equal 6 months applicable = \$68,609

HEALTH & WELFARE: Benefits increased from \$142 bimonthly to \$212 bimonthly. Period covered 7-1-77 through 6-30-78. An increase of \$70 per man per bimonthly period, equalling \$195,468

PENSION: Pensions increased from \$300 per bimonthly period to \$342 per bimonthly period. This is effective 2-1-78. An increase of \$42 per man per bimonthly period, equalling \$58,640

MEBA

SE System

Health & Welfare contributions increased from \$90 per man month to \$119 per man month. An increase of \$29 per man month effective 1-1-77 through 6-30-78. 851.5 Man months X \$29 = \$24,694

TOTAL SE SUPPLEMENTAL FOR FY 78 ~~\$374.4~~
\$347.4

IBU

SW System

SALARY INCREASES: 78.4 positions X 2920 hours per year X 13-1/2 cents per hour ÷ 2 to equal 6 months applicable = \$15,453

HEALTH & WELFARE: Benefits increased from \$142 bimonthly to \$212 bimonthly. Period covered 7-1-77 through 6-30-78. An increase of \$70 per man per bimonthly period, equalling \$32,928

PENSION: Pensions increased from \$300 per bimonthly period to \$342 per bimonthly period. This effective 2-1-78. An increase of \$42 per man per bimonthly period, equalling \$9,879

MEBA

SW System

Health & Welfare contributions increased from \$90 per man month to \$119 per man month. An increase of \$29 per man month effective 7-1-77 through 6-30-78. 114 man months X \$29 = \$3,306

FY78 TOTAL SW SUPPLEMENTAL \$61.6

FY79

In addition to the FY78 increases the new IBU contract will create an additional need in FY79 to fund for the additional increases going into effect within that year.

The 13-1/2 cents will carry over to FY79 (6 months) plus the 25 cent increase effective 1-1-79 (6 months)

IBU

SE System

SALARY INCREASES: 484.5 positions X 2184 hours per year X 13-1/2 cents per hour equals \$142,850 plus 484.5 X 2184 X 25 cents per hours ÷ 2 (6 months) = \$132,269 Total Salary Increase \$275,119

HEALTH & WELFARE: Increases effective 7-1-78. \$232 per man per bimonthly period, which is an increase of \$90 over budgeted amount. 484.5 positions X 6 months per man per bimonthly period X \$90 gives us a Health & Welfare increase of \$251,316

PENSIONS: Increased from \$300 per bimonthly period to \$342 per bimonthly period effective 2-1-78. An increase of \$42 per man per bimonthly period. 42 X 6(months) X 484.5 = \$117,281

MEBA

Health & Welfare contributions increased from \$90 per man month to \$119 per man month. An increase of \$29 per man month 851.5 man months X \$29 = \$24,694

FICA: When the FY79 Fica computations were made they were computed at 5.85% of the first \$17,700 or \$1035 per man. Computations should have been 6.05% of the first \$17,700 or \$1143 per man. This difference is \$108

In the SE System there are 625.7 positions X \$108 = \$67,576 Shortfall in budgeted amount.

TOTAL FY79 additional funds required SE \$711,292

IBU

SW System

Salary Increases: 78.4×2920 hours per year \times 13-1/2 cent per hour, plus
 78.4 positions \times 2920 hours per year \times 25 cents per hours - 2 = \$28,616
for a total salary increase of \$59,521

HEALTH & WELFARE: Benefits increased from \$142 bimonthly to \$232 bimonthly.
An increase of \$90 per man per bimonthly period.
 78.4 positions \times 6 \times \$90 gives us a Health & Welfare increase of \$42,336

PENSIONS: Increases from \$300 per bimonthly period to \$342 per bimonthly
period effective 7-1-78 to 6-30-79. An increase of \$42 per man per bimonthly
period. $42 \times 6 \times 78.4 =$ \$19,577

MEBA

SW System

Health & Welfare contributions increased from \$90 per man month to \$119 per
man month. An increase of \$29 per man month effective 7-1-78 to 6-30-79
 $114 \times \$29 =$ \$3,306

FICA: When the FY79 Fica computations were made, they were computed at 5.85%
of the first \$17,700 or \$1035 per man. Computations should have been 6.05% of
the first \$17,700 or \$1143 per man.
This difference is \$108

In the SW System there are 99.4 positions \times \$108 = \$10,735 Shortfall in
budgeted amount.

TOTAL FY79 additional funds required \$101,264

FY 78 SUPPLEMENTAL REQUEST ANALYSIS

	FY 76 ACTUAL	FY 77 FINAL AUTH.	FY 77 ACTUAL	FY 78 GOV. BUDGET	FY 78 INITIAL AUTH.	FY 78 CURRENT AUTH.	EXPENDITURES + ENCUMBRANCES 7/1 - 10/31	OTHER OBLIGATIONS 7/1 - 10/31	PROJECTED EXPENDITURES + ENCUMBRANCES 11/1 - 6/30	FY 78 (DEFICIT) OR EXCESS	FY 79 MAINTENANCE REQUEST
PERSONAL SERVICES	14,930.0	17,043.2	16,999.8	18,156.2	18,156.2	18,199.6	4,391.9		14,155.1	(347.4)	18,199.6
TRAVEL	122.1	65.8	222.6	78.3	78.3	78.3	63.0	30.0	191.7	(206.4)	200.0
CONTRACTUAL SERVICES	2,202.7	2,296.3	2,720.3	2,743.0	2,743.0	2,743.0	163.8	194.1	2,885.1	(500.0)	3,201.3
COMMODITIES	4,604.2	5,700.8	4,994.3	7,091.8	7,091.8	7,091.8	1,429.4	354.9	4,601.1	706.4	6,652.1
EQUIPMENT	37.6	158.8	83.8	99.6	99.6	99.6	8.2	.5	90.9	-0-	87.9
LANDS, BLDGS.											
GRANTS, CLAIMS											
MISCELLANEOUS											
TOTAL	21,896.6	25,264.9	25,020.8	28,168.9	28,168.9	28,212.3	6,056.3	579.5	21,923.9	(347.4)	28,340.9
FEDERAL RECEIPTS											
REQUIRED OF MATCHING											
OTHER GENERAL FUND	21,846.5	25,215.9	24,960.2	28,119.9	28,119.9	28,163.3	6,056.3	579.5	21,874.9	(347.4)	28,291.9
INTER-AGENCY RECEIPTS	50.1	49.0	60.6	49.0	49.0	49.0			49.0		

Department of Transportation and Public Facilities

AGENCY Marine Highway Systems

BRU 25-82-1-01-01

COMPONENT S.E. Vessel Operations

REVISED _____

FY 78 SUPPLEMENTAL REQUEST ANALYSIS

	FY 76 ACTUAL	FY 77 FINAL AUTH.	FY 77 ACTUAL	FY 78 GOV. BUDGET	FY 78 INITIAL AUTH.	FY 78 CURRENT AUTH.	EXPENDITURES + ENCUMBRANCES 7/1 - 10/31	OTHER OBLIGATIONS 7/1 - 10/31	PROJECTED EXPENDITURES + ENCUMBRANCES 11/1 - 6/30	FY 78 (DEFICIT) OR EXCESS	FY 79 MAINTENANCE REQUEST
PERSONAL SERVICES	3,014.1	3,531.6	3,529.3	3,053.1	3,053.1	3,637.1	974.1		2,724.6	(61.6)	3,637.1
TRAVEL	18.8	14.5	20.0	15.4	15.4	15.4	8.7	2.0	9.0	(4.3)	22.0
CONTRACTUAL SERVICES	531.3	675.9	461.6	760.5	760.5	760.5	54.5	15.4	690.1		794.0
C. MODITIES	660.6	780.2	761.4	869.8	869.8	869.8	202.8	68.5	594.2	1.3	873.4
EQUIPMENT	10.1	24.4	18.5	23.5	23.5	23.5	.1		23.4		34.9
LANDS, BLDGS.											
GRANTS, CLAIMS											
MISCELLANEOUS											
TOTAL	4,234.9	5,026.6	4,790.7	4,721.8	4,721.8	5,335.8	1,240.2	85.9	4,041.3	(61.6)	5,361.4
FEDERAL RECEIPTS											
REQUIRED GF MATCHING											
OTHER GENERAL FUND	4,231.7	5,012.6	4,779.2	4,707.8	4,707.8	5,291.8	1,240.2	85.9	4,027.3	(61.6)	5,347.4
INTER-AGENCY RECEIPTS	3.2	14.0	11.5	14.0	14.0	14.0			14.0		14.0

Department of Transportation and Public Facilities

AGENCY Marine Highway Systems

BRU 25-82-2-02-01-01

COMPONENT S. W. Vessel Operations

REVISED _____

COMMITTEE REPORT

SENATE

FURTHER: Finance

5/17/78

Date: _____

Mr. President:

The Committee on STATE AFFAIRS has had HB 629 supplemental appropriation to the Dept. of Transportation & Public Facilities, vessel operation

under consideration and (a majority of the committee) (the committee reports it back as follows)

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 _____ () new title. () same title

() AND attaches a Letter of Intent () New Fiscal Note

() reports it back without recommendation

() and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

S. J. Williams Do Pass

Carroll

John H. ... DO PASS

S. J. Williams

Chairman

Introduced: 1/13/78
Referred: Finance

1 IN THE HOUSE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 HOUSE BILL NO. 629

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Transportation and Public Facilities,
8 vessel operations; and providing for an effective
9 date."

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

11 * Section 1. The sum of \$409,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities, vessel operations,
13 for FY 78 negotiated union contracts, to be allocated as follows:

14	FY 78, Southeast Vessel Operations	\$347,400
15	FY 78, Southwest Vessel Operations	61,600

16 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
17 10.070(c).

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COMMITTEE REPORT
SENATE

6/10/78

FURTHER: _____

Date: _____

Mr. President:

The Committee on FINANCE has had HB 629
supplemental appropriation to the Dept. of Transportation & Public Facilities,
vessel operation

under consideration and (a majority of the committee) (the committee
reports it back as follows)

- recommends it do pass recommends it do not pass
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MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Chairman

COMMITTEE REPORT

SENATE

FURTHER: Finance

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MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Ed Willis Do Pass

Kathala

John P. ... DO PASS

Ed Willis Chairman

Chairman

Introduced: 1/13/78
Referred: Finance

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Sincerely,

S/SSH

Jay S. Hammond
Governor

STATE
OF MISSISSIPPI

MEMORANDUM

TO: [Ron Lind
Director
Division of Budget & Management
Office of the Governor

DATE: December 12, 1977

FILE NO:

TELEPHONE NO:

FROM: Donald Harris *DH*
Commissioner
Department of Transportation
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SUBJECT: FY78 Supplemental Request
Division of Marine Highway Systems

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SE System

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Department of Transportation and Public Facilities

AGENCY Marine Highway Systems

BRU 25-82-1-01-01-01

COMPONENT S.E. Vessel Operations

REVISED

FY 78 SUPPLEMENTAL REQUEST ANALYSIS

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COMMODITIES	660.6	780.2	761.4	869.8	869.8	869.8	202.8	68.5	594.2	4.3	873.4
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INTER-AGENCY RECEIPTS	3.2	14.0	11.5	14.0	14.0	14.0			14.0		14.0

Department of Transportation and Public Facilities

AGENCY Marine Highway Systems

BRU 25-82-2-02-01-01

COMPONENT S. W. Vessel Operations

REVISED

ALASKA STATE LEGISLATURE

TENTH.. Legislature SECOND.. Session

HOUSE BILL NO. 629

By THE RULES COMMITTEE BY REQUEST OF THE GOVERNOR

"An Act making a supplemental appropriation to the Department of Transportation and Public Facilities, vessel operations; and providing for an effective date."

supp. approp. vessel oper.

Introduced in the House 1-13, 1978.

HISTORY IN THE HOUSE

19 78	Read first time and referred to Committee on Finance										
Jan. 13											
May 5	Reported back with recommendation that <i>Finance depart to Rules</i>										
May 15	Read second time and <i>advised</i>										
May 15	Read third time and										
May 16	<i>Reconsideration taken up</i>										
May 15	<table border="0"> <tr> <td>PASS <i>2d</i></td> <td>Effective Date</td> </tr> <tr> <td>Yeas <i>2</i></td> <td>Yeas</td> </tr> <tr> <td>Nays <i>4</i></td> <td>Nays</td> </tr> <tr> <td>Absent</td> <td>Absent <i>same</i></td> </tr> <tr> <td>Excused <i>4</i></td> <td>Excused</td> </tr> </table>	PASS <i>2d</i>	Effective Date	Yeas <i>2</i>	Yeas	Nays <i>4</i>	Nays	Absent	Absent <i>same</i>	Excused <i>4</i>	Excused
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May 16	<table border="0"> <tr> <td>PASS <i>2d</i></td> <td>Effective Date</td> </tr> <tr> <td>Yeas <i>3-2</i></td> <td>Yeas</td> </tr> <tr> <td>Nays <i>1</i></td> <td>Nays</td> </tr> <tr> <td>Absent</td> <td>Absent <i>same</i></td> </tr> <tr> <td>Excused <i>7</i></td> <td>Excused</td> </tr> </table>	PASS <i>2d</i>	Effective Date	Yeas <i>3-2</i>	Yeas	Nays <i>1</i>	Nays	Absent	Absent <i>same</i>	Excused <i>7</i>	Excused
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Absent	Absent <i>same</i>										
Excused <i>7</i>	Excused										
May 16	Reported correctly engrossed										
May 16	Signed by Speaker										
May 16	Sent to Senate										
	<i>James Cochran</i>										
	CHIEF CLERK OF THE HOUSE										

HISTORY IN THE SENATE

1978	Read first time and referred to Committee on										
5 17	<i>S.A. Fin</i>										
6 10	Reported back with <i>S.A.</i> recommendation that <i>3 degrees to Finance</i>										
	Read second time and										
	Read third time and										
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	Reported correctly engrossed										
	Signed by President										
	Returned to House										
	SECRETARY OF THE SENATE										

HISTORY IN THE HOUSE

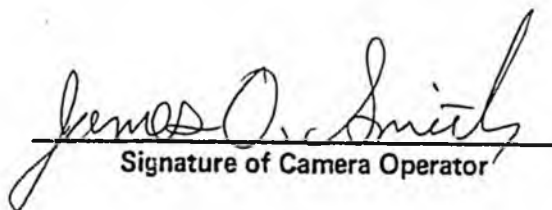
19	Received from Senate
	Concurred in Senate amendment thus adopting:
	Failed to concur in Senate amendment; asked Sen. to recede
	Senate receded from amendment
	Senate failed to recede from amendment
	FCC appointed by House
	FCC appointed by Senate
	FCC adopted
	To enrolling
	Reported correctly enrolled
	Sent to Governor
 by Governor
	Filed with Lt. Governor
	Chapter No.

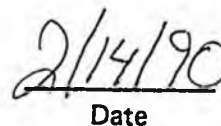


RECORDS CERTIFICATION



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.


Signature of Camera Operator


Date

COMMITTEE REPORT

HOUSE

FURTHER: _____

L-13-78

Date: _____

Mr. Speaker:

The Committee on FINANCE has had HB 630
"An Act making a suppl. approp. to the Dept. of Commerce and Economic Development,
Alaska Transportation Commission; e.d."

under consideration and (a majority of the committee) (the committee reports it back as follows)

- 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 _____ () new title () same title
() AND attaches a Letter of Intent () New Fiscal Note
() reports it back without recommendation
() and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Freeman

Khod

Russell

Buchholz

Chairman

Introduced: 1/13/78
Referred: Finance

1 IN THE HOUSE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 HOUSE BILL NO. 630

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Commerce and Economic Development,
8 Alaska Transportation Commission; and providing for
9 an effective date."

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

11 * Section 1. The sum of \$18,000 is appropriated from the general fund
12 to the Department of Commerce and Economic Development, Alaska Transporta-
13 tion Commission, for participation in Civil Aeronautics Board cases.

14 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
15 10.070(c).

HB 30

January 13, 1978

The Honorable Hugh Malone
Speaker of the House
Alaska State Legislature
Juneau, Alaska 99811

Dear Mr. Speaker:

Under authority of art. III, sec. 18 of the Alaska Constitution, and in accordance with AS 24.30.060(b) and the Uniform Rules of the Alaska State Legislature, I am transmitting a bill making a supplemental appropriation to the Department of Commerce and Economic Development, to fund the Alaska Transportation Commission's participation in two cases (West Coast Alaska Service Investigation and the Alaska Fares Investigation) being heard by the federal Civil Aeronautics Board involving Alaskan air fares. This appropriation would reimburse the ATC for unbudgeted professional legal services contracted to represent the state's position on behalf of Alaskan air travelers.

Sincerely,

S/SSH

Jay S. Hammond
Governor

STATE
OF ALASKA

MEMORANDUM

DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

11B630

TO: H. Phillip Hubbard
Commissioner

DATE : 12/15/77

FROM: *Jake Johnson - By: HBW*
Jake Johnson
ATC-AnchorageSUBJECT: ATC budget-request for
supplemental funds

For background information on the subject herein please refer to my memorandum dated November 8, 1977 under the same subject.

This request for supplemental funds will replace the request which was made on November 8, 1977, and is based on the current contractual expenditures in the Alaska Fares Investigation, CAB Docket 29198, and the West Coast/Alaska Service Investigation, CAB Docket 30170. Reference to dollar amounts in this memorandum is related only to the above two cases.

Actual expenditures to date in the Fares case is \$15,296.56. A partial breakdown of this amount is included for your ready reference in a form of a statement from Richard S. Sasaki, dated October 31, 1977 in the amount of \$10,470.42. A similar statement showing the breakdown cost has been prepared, but not received at this office at the time of this writing in the amount of \$4,650.00. This latter amount was verified by Mr. Sasaki by phone yesterday. The closing brief for this case is due at the CAB on January 28, 1978, and Mr. Sasaki estimates that the cost for its preparation and submission to be \$3,750.00 plus an additional \$367.13 for his travel to and from Alaska for his consultation with ourselves, yourself, the Governor's office and possibly the Attorney General's office prior to the submission of the brief. Assuming the Board does not require oral arguments to be held in Washington, D. C. in this case the grand total for the Fares Investigation for contractual services should be very close to \$19,413.69.

Contractual expenditures thus far in the Route case are \$14,520.42. Part of this amount is also reflected in a billing from Mr. Sasaki dated October 31, 1977. Closing briefs are to be filed with the CAB on January 23, 1978, and it is estimated that the cost of preparing and submitting the brief will be \$3,750.00. A figure of \$367.13 in addition to the above will also be used for travel and per diem for Mr. Sasaki to Alaska prior to the submission of the brief. As a note of explanation he is working simultaneously on both briefs and estimated that the total expenditure for the two would be \$7,500.00.

Simply divide this figure in half to come up with the \$3,750.00 allocation to both cases as indicated above. Similarly his trip to Anchorage prior to the submission of the briefs will also encompass both cases, and here again I've simply divided the total cost equally and allocated like amounts of \$367.13 to both of the projected expenditures. The grand total, assuming once again that no oral arguments will be held on the matter in Washington, D. C. for the Service case, will be \$18,637.55. We anticipated that there would be some need for professional services such as those described herein during this fiscal year, but the magnitude of the two cases was totally unanticipated.

By revising our programs in the 300, 400 and 500 accounts, and by prudently managing our expenditures for the balance of the fiscal year, I believe that the amount of \$21,600.00 can be identified and allocated for use in off-setting the unanticipated expenditures for contractual services as outlined above. A breakdown of this amount is as follows:

300 - CONTRACTUAL: 9.0 (1.0 transcripts,
1.0 FAA Safety Program postage,
6.9 hearing room)

400 - COMMODITIES: 6.0

500 - EQUIPMENT: 6.6 (automobile)

for a total of 21.6.

Reducing the total of the contractual funds indicated for completion of the two cases above of \$38,051.24 by the total from the revised program accounts of \$21,600.00 leaves a figure of \$16,451.24 as the requested amount of supplemental funds. I would suggest that since some of the costs indicated herein are estimates and allowing for errors in computation, etc. that the supplemental request be rounded off to an even \$18,000.00.

Your favorable consideration of this request for supplemental funds would be greatly appreciated.

JJ:hw

Approved H. Phillip Hubbard
12-20-77

RICHARD S. SASAKI

ATTORNEY AT LAW

SUITE 602 • CAPITAL INVESTMENT BLDG.

850 RICHARDS STREET

HONOLULU, HAWAII 96813

TELEPHONE 537-4688

AREA CODE 808

October 31, 1977

ALASKA TRANSPORTATION COMMISSION

State of Alaska

1000 Mackay Building

338 Denali Street

Anchorage, Alaska 99501

For professional services rendered during the months of June through October, 1977 in connection with CAB Docket 30170, West Coast/Alaska Service Investigation, before the Civil Aeronautics Board, including analyses of testimonies and exhibits of air carriers and other parties and the Bureau of Operating Rights, trip to Anchorage for discussions on the design of the route system in issue, preparation for hearings, and participation at hearings in Washington, DC from 10/24 to 10/31:

182 hours @ \$50.00 \$ 9,100.00

Expenses:

Airfare to DC & return
(Off-peak fare) \$549.20

Airfare to Anchorage &
return 321.22

Per diem allowance:

3 days (9/6 to 9/10)
in Anchorage @ \$50 150.00

7 days (10/24 to 10/31)
in Washington, DC
@ \$50 350.00

\$ 1,370.42

\$10,470.42

RICHARD S. SASAKI

ATTORNEY AT LAW

SUITE 602 • CAPITAL INVESTMENT BLDG.

850 RICHARDS STREET

HONOLULU, HAWAII 96813

TELEPHONE 537-4688

AREA CODE 808

October 31, 1977

ALASKA TRANSPORTATION COMMISSION

State of Alaska

1000 Mackay Building

338 Denali Street

Anchorage, Alaska 99501

For professional services rendered during the months of June through October, 1977 in connection with CAB Docket 29198, Alaska Fares Investigation, before the Civil Aeronautics Board, including analyses of testimonies and exhibits of air carriers and other parties and the Bureau of Economics, preparation for hearings, and participation at hearings in Washington, DC from September 20 through 28, 1977:

190 hours @ \$50.00 \$ 9,500.00

Expenses:

Airfare to DC & return \$584.56
(Peak fare)

Per diem allowance:

11 days (9/17 to 9/29)
in Washington, DC
@ \$50 550.00

Airport taxi to and
from hotel 12.00

\$ 1,146.56

\$10,646.56

TO: [H. Phillip Hubbard
Commissioner
Department of Commerce & Ec.
Development

DATE : 11/8/77

FROM: Jake Johnson, Chairman
ATC-Anchorage

SUBJECT: ATC Budget - Request for
supplemental funds

This will constitute a formal request for your approval of, and recommendation for, additional funds over those currently allocated in the ATC budget for the fiscal year ending June 30, 1978. A similar request is also made to increase the amount of our previously submitted budget for the fiscal year ending June 30, 1979.

This request for additional funds is made reluctantly and only after it has become apparent that currently budgeted funds will not cover our expected expenditures for contractual services and travel.

It is nearly impossible to budget for the type of funds requested herein since there is no way to accurately anticipate their need. As you know agency budgets must be prepared and submitted several months in advance of the fiscal year. There was no way to know prior to the submission of the FY-78 or 79 budgets that the Interstate Commerce Commission and the Civil Aeronautics Board would establish major route and rate cases involving the surface and air carriers serving to, from and within Alaska. Even if we had speculated that such proceedings might be set down and that our agency would be a party to these proceedings, there was no way to identify the magnitude of the case or the extent of the ATC's participation and therefore very difficult to justify any budget submission.

The route case before the ICC was successfully handled by our own staff with the help of an outside consultant working under an approved contract and consumed only a relatively small amount of our budgeted contractual and travel funds. It is important to note however that this proceeding was under the ICC's Rules of Modified Procedure and there was no oral hearing. The ICC's ruling in this case follows substantially the position taken by the ATC in allowing certain identifiable motor carriers serving Alaska to substitute low cost water transportation between Seattle/Tacoma and Anchorage. As a result of this case Alaskan consumers will have the advantage of lower rates than otherwise might have been.

The ATC is required under existing rules to participate in cases before the federal regulatory agencies in the same manner as the carrier parties. In order to be effective we must submit direct and rebuttal evidence, offer witnesses, conduct cross-examination, file replies, exceptions, briefs, etc. Unlike the carrier parties who have extensive in-house counsel and technicians just for this very purpose, we have only a very limited staff and one full-time counsel who have to divide their time between those cases dealing with federal agencies and literally hundreds of other matters of statewide or local concern. To compensate for this lack of depth in our staff we engage the services of experts, consultants and attorneys who are available and knowledgeable on the given subjects. Such people are not always easy to locate and their services are often very expensive. Such a practice is not unique with this agency, of course, as others also lack sufficient staff depth to handle all matters which come before them, for instance, the reported expenditure by the Alaska Pipeline Commission recently of over three quarters of a million dollars for the services of an outside consultant. A gigantic sum compared to the pittance requested herein.

The States/Alaska Fare Investigation in which we are presently participating commenced abruptly early this year subsequent to a couple of routine tariff filings by one or more of the air carriers serving Alaska. If the Board adopts the air carriers contentions in the fares case, air fares to, from and within Alaska will be some thirty percent higher than present levels. The ATC believes this to be an excessive amount and is arguing for demand based pricing rather than cost based pricing. However, it is not enough to argue the point, as a party to this case we must prove our point with convincing evidence and competent witnesses. It was necessary to continue the oral hearing on the rate case which started on September 19, 1977 after two weeks of hearing because the CAB's Bureau of Economics was not prepared to go forward. The rate case is presently scheduled to resume on or about December 6, 1977, and it is anticipated that an additional seven to ten days will be needed to complete the hearing.

Not too dissimilar from the modest beginning of the Rate Case, the Route Case was prompted by a simple request to the CAB by Western Airlines to remove a one-stop restriction on their existing route between Los Angeles/San Francisco and Anchorage. This filing prompted at least six other air carriers to make similar requests for service between the West Coast of the United States and Alaska, and additionally prompted the intervention by several civic parties and ultimately culminated in a rather large and complex case which is known as the West Coast/Alaska Service Investigation.

Due to the magnitude of the Rate and Fares Case and their significance to the State in terms of air service and costs, we sought the services of Richard Sasaki a Honolulu based consultant and attorney who has worked for the State in a similar capacity throughout the last several years. Mr. Sasaki and Doug Hebbel our Assistant A.G. have taken the primary responsibility for the preparation and presentation of each of these cases before the CAB. Although, modest in its beginnings the West Coast/Alaska Service Investigation now has as its primary issues: (1) direct service between San Francisco, Los Angeles and Anchorage, (2) direct service between Seattle and Fairbanks, and (3) competitive service between Portland and Anchorage. Although separate proceedings, there is a relationship between the Service Case and the Rate Case mentioned previously. Noteworthy are the fare reductions proposed by the various carriers in the Service Case between points on the West Coast and Alaska and the contention that fare levels should be increased between essentially the same points in the rate case. Fifteen carriers and seven civic parties including the ATC are participating in the two cases and the exhibits of all parties to date would completely fill two drawers of a standard size filing cabinet. It's one thing just to read all that material, but something else again to analyze each of the exhibits to determine its accuracy and then examine each proposal in terms of which is best for the State.

Our expenditures thus far (December 6, 1977) in the Rate Case for contractual services and travel have been \$12,952.00. I estimate that an additional \$5,730.00 will be necessary to complete this case. This amount will cover the seven days of hearing (minimum), preparation and filing of the final brief, exceptions, if any, to the Administrative Law Judge's proposed decision and/or exceptions, if any, to the final order. The amount may seem large when compared to our 300 account budget total, however, as a matter of comparison I'm advised that the State of Hawaii in a recent similar case involving the same issues spent in excess of one hundred thousand dollars. The ultimate benefits to the State, assuming we receive a favorable decision by the Board, are huge in comparison to the costs.

Our expenditures to date (through November 11, 1977) in the Route Case have been \$16,698.00 for travel and contractual services. It is anticipated that an additional \$3,025.00 will be needed to complete the case and will include those items mentioned above in reference to the Route Case.

As long as the regulatory scheme of things remains as it is today it is absolutely necessary for us to participate in cases such as these in order to protect the State's interest. It is anticipated that substantially all of the expenses related to these two cases will be incurred prior to the end of FY-78.

Insofar as the request for inclusion of additional funds in the FY-79 budget in the contractual and travel accounts, the CAB just last week decided to set down for decision the matter of the Suspension of Alaska Airlines service to Northwest Alaska and the suspension of service by Western Airlines in Southeast Alaska. These routes which were suspended by the Board in the Alaska Service Investigation will either be reinstated or continue under suspension after February 1979. Both matters are extremely important to the State and particularly to the ATC in terms of the effect of any action by the Board on State certificated carriers which are now serving these markets, or who have applied for a certificate authorizing service.

In order to achieve desired results it will be necessary for the ATC to put on a well prepared evidentiary case. It is anticipated that some expense will be incurred prior to the end of the current fiscal year. It is also anticipated that, as is often the case, these two proceedings will be expanded at the request of other air carriers or civic parties to include additional issues such as one carrier or single plane service from either Northwestern Alaska or Southeastern Alaska into the west coast cities of Seattle, Portland, San Francisco, Los Angeles, etc. Again, without knowing the exact extent of the issues to be settled, the number of carriers involved, where the hearings will be held, or how long the hearings will last, it is very difficult to provide an accurate cost figure. However, based on the Rate and Route Cases that we are presently working on, I estimate the cost for contractual services and travel in these two cases to be \$20,000.00.

It appears likely that the Board will also institute proceedings in FY-79 to consider air service between Alaska and points in the mid-western United States through Canada; the Small Communities Service Program in Alaska which is of substantial importance to the State and which is a part of the Regulatory Reform Act of 1977 presently pending in Congress; and air service between Mainland Alaska and the Aleutian Islands. All of these will require active and creditable participation by the ATC.

Speaking of creditability it has taken the ATC several years to build up our creditability with our counter parts at the federal level, namely the CAB and ICC. It has taken a lot of time, patience and effort on the part of myself and other members of the Commission to establish this relationship, and it is imperative that it be maintained and improved. Our action in prompting members of the CAB to personally look into the problems associated with the monopoly created by the Board in the air service to northwestern Alaska is one example. This was initiated by meeting between the ATC, the carrier and the Board members in Washington and followed with visits to the State by three of the then Board members, an action unprecedented to the best of my knowledge.

The decision makers at the federal agencies may come and go but their staff people remain fairly constant and it is with these people working in the various bureaus that the ATC has its greatest influence and through them that the Board's decisions are slanted toward the State's interest. This influence will remain only so long as the Commission continues to conduct itself in a professional and knowledgeable manner, and this takes money. Speaking for the ATC only, I personally feel that it is better to hire professional people in the private sector to assist in preparing and presenting cases such as those that I have described in this memorandum rather than increase the size of the bureaucracy by attempting to put such people on the state payroll on a permanent basis. This program will only be effective and produce the required results however if the money managers are appreciative of the problem and have an understanding of the complex nature of the matters which we are dealing with.

In summary the supplemental funds requested for FY-78 and FY-79 are stated and identified as follows:

FY-78 - for the preparation, presentation and finalization of the State's participation in the Alaska Fare Investigation, Docket 29198 --- \$18,682.00 dollars.

FY-78 - for the preparation, presentation and finalization of the State's participation in the West Coast/Alaska Service Investigation, Docket 30170 --- \$19,728.00 dollars.

FY-78 - preparation and presentation of Southeast Alaska Service Investigation, Docket 31570 --- \$8,000.00 dollars.

FY-78 - preparation and presentation of Northwest Alaska Service Investigation, Docket 31571 --- \$8,000.00 dollars.

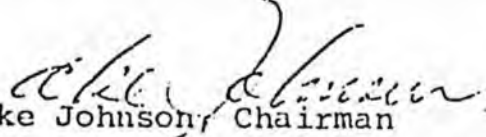
FY-79 - finalization of Southeast Alaska Service Investigation, Docket 31570 --- \$8,000.00 dollars.

FY-79 - finalization of Northwest Alaska Investigation, Docket 31571 --- \$8,000.00 dollars.

FY-79 - preparation of Small Communities Service Program, \$10,000.00 dollars.

Respectfully submitted,

ALASKA TRANSPORTATION COMMISSION


Jake Johnson, Chairman

Janet Green
Budget Analyst
Division of Budget
& Management
Office of the Governor

December 9, 1977

Avrum M. Cross
Attorney General

Alaska Transportation
Commission Request for
Supplemental Budget
Appropriation

I support the ATC supplemental appropriation in the matters of the Alaska Fares Investigation and the West Coast/Alaska Service Investigation. I am, however, in no position to support or oppose the specific amounts requested since I have no direct knowledge of the current status of the two cases.

I oppose supplemental appropriations for the Southeast Alaska Service Investigation or the Northwest Alaska Service Investigation. I believe that the Governor should make the required policy decisions in cases relating to air transportation and that the Department of Law should present the State's position to the Civil Aeronautics Board. Assuming our Pipeline Tariff supplemental budget is funded, we will have adequate funds in the Department of Law budget to provide representation before the CAB in these two matters. If our supplemental budget request is not funded, we will have to drain off all available funds to the TAPS tariff proceeding.

I would propose that air transportation matters in FY79 be assigned in the same manner, although it may be advisable for the ATC to handle the Small Communities Service Program.

AMG:jeh

cc: Governor Jay Hammond

Commissioner E. Phillip Hubbard
Department of Commerce & Economic Development

Jake Johnson, Chairman
Alaska Transportation Commission

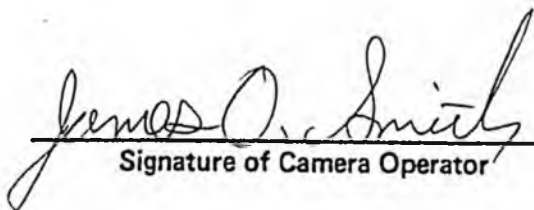
Lois Cook, Director
Division of Administrative Services
Department of Commerce & Economic Development

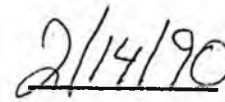


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Signature of Camera Operator


Date

Introduced: 1/13/78
Referred: Finance

1 IN THE HOUSE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 HOUSE BILL NO. 630

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
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8 Alaska Transportation Commission; and providing for
9 an effective date."

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

11 * Section 1. The sum of \$18,000 is appropriated from the general fund
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15 10.070(c).

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14B630

January 13, 1978

The Honorable Hugh Malone
Speaker of the House
Alaska State Legislature
Juneau, Alaska 99811

Dear Mr. Speaker:

Under authority of art. III, sec. 18 of the Alaska Constitution, and in accordance with AS 24.30.060(b) and the Uniform Rules of the Alaska State Legislature, I am transmitting a bill making a supplemental appropriation to the Department of Commerce and Economic Development, to fund the Alaska Transportation Commission's participation in two cases (West Coast Alaska Service Investigation and the Alaska Fares Investigation) being heard by the federal Civil Aeronautics Board involving Alaskan air fares. This appropriation would reimburse the ATC for unbudgeted professional legal services contracted to represent the state's position on behalf of Alaskan air travelers.

Sincerely,

S/JSH

Jay S. Hammond
Governor

MEMORANDUM

DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

HB 630

TO: H. Phillip Hubbard
Commissioner

DATE: 12/15/77

FROM: *Jake Johnson - By: HBW*
Jake Johnson
ATC-Anchorage

SUBJECT: ATC budget-request for
supplemental funds

For background information on the subject herein please refer to my memorandum dated November 8, 1977 under the same subject.

This request for supplemental funds will replace the request which was made on November 8, 1977, and is based on the current contractual expenditures in the Alaska Fares Investigation, CAB Docket 29198, and the West Coast/Alaska Service Investigation, CAB Docket 30170. Reference to dollar amounts in this memorandum is related only to the above two cases.

Actual expenditures to date in the Fares case is \$15,296.56. A partial breakdown of this amount is included for your ready reference in a form of a statement from Richard S. Sasaki, dated October 31, 1977 in the amount of \$10,470.42. A similar statement showing the breakdown cost has been prepared, but not received at this office at the time of this writing in the amount of \$4,650.00. This latter amount was verified by Mr. Sasaki by phone yesterday. The closing brief for this case is due at the CAB on January 28, 1978, and Mr. Sasaki estimates that the cost for its preparation and submission to be \$3,750.00 plus an additional \$367.13 for his travel to and from Alaska for his consultation with ourselves, yourself, the Governor's office and possibly the Attorney General's office prior to the submission of the brief. Assuming the Board does not require oral arguments to be held in Washington, D. C. in this case the grand total for the Fares Investigation for contractual services should be very close to \$19,413.69.

Contractual expenditures thus far in the Route case are \$14,520.42. Part of this amount is also reflected in a billing from Mr. Sasaki dated October 31, 1977. Closing briefs are to be filed with the CAB on January 23, 1978, and it is estimated that the cost of preparing and submitting the brief will be \$3,750.00. A figure of \$367.13 in addition to the above will also be used for travel and per diem for Mr. Sasaki to Alaska prior to the submission of the brief. As a note of explanation he is working simultaneously on both briefs and estimated that the total expenditure for the two would be \$7,500.00.

Simply divide this figure in half to come up with the \$3,750.00 allocation to both cases as indicated above. Similarly his trip to Anchorage prior to the submission of the briefs will also encompass both cases, and here again I've simply divided the total cost equally and allocated like amounts of \$367.13 to both of the projected expenditures. The grand total, assuming once again that no oral arguments will be held on the matter in Washington, D. C. for the Service case, will be \$18,637.55. We anticipated that there would be some need for professional services such as those described herein during this fiscal year, but the magnitude of the two cases was totally unanticipated.

By revising our programs in the 300, 400 and 500 accounts, and by prudently managing our expenditures for the balance of the fiscal year, I believe that the amount of \$21,600.00 can be identified and allocated for use in off-setting the unanticipated expenditures for contractual services as outlined above. A breakdown of this amount is as follows:

300 - CONTRACTUAL: 9.0 (1.0 transcripts,
1.0 FAA Safety Program postage,
6.9 hearing room)

400 - COMMODITIES: 6.0

500 - EQUIPMENT: 6.6 (automobile)

for a total of 21.6.

Reducing the total of the contractual funds indicated for completion of the two cases above of \$38,051.24 by the total from the revised program accounts of \$21,600.00 leaves a figure of \$16,451.24 as the requested amount of supplemental funds. I would suggest that since some of the costs indicated herein are estimates and allowing for errors in computation, etc. that the supplemental request be rounded off to an even \$18,000.00.

Your favorable consideration of this request for supplemental funds would be greatly appreciated.

JJ:hw

Approved *[Signature]*
12-20-77

RICHARD S. SASAKI
ATTORNEY AT LAW
SUITE 602 • CAPITAL INVESTMENT BLDG.,
850 RICHARDS STREET
HONOLULU, HAWAII 96813
TELEPHONE 537-4688
AREA CODE 808

October 31, 1977

ALASKA TRANSPORTATION COMMISSION
State of Alaska
1000 Mackay Building
338 Denali Street
Anchorage, Alaska 99501

For professional services rendered during the months of June through October, 1977 in connection with CAB Docket 30170, West Coast/Alaska Service Investigation, before the Civil Aeronautics Board, including analyses of testimonies and exhibits of air carriers and other parties and the Bureau of Operating Rights, trip to Anchorage for discussions on the design of the route system in issue, preparation for hearings, and participation at hearings in Washington, DC from 10/24 to 10/31:

182 hours @ \$50.00 \$ 9,100.00

Expenses:

Airfare to DC & return
(Off-peak fare) \$549.20

Airfare to Anchorage &
return 321.22

Per diem allowance:

3 days (9/6 to 9/10)
in Anchorage @ \$50 150.00

7 days (10/24 to 10/31)
in Washington, DC
@ \$50 350.00

\$ 1,370.42

\$10,470.42

RICHARD S. SASAKI

ATTORNEY AT LAW

SUITE 602 • CAPITAL INVESTMENT BLDG.

830 RICHARDS STREET

HONOLULU, HAWAII 06813

TELEPHONE 537-4888

AREA CODE 809

October 31, 1977

ALASKA TRANSPORTATION COMMISSION

State of Alaska

1000 Mackay Building

338 Denali Street

Anchorage, Alaska 99501

For professional services rendered during the months of June through October, 1977 in connection with CAB Docket 29198, Alaska Fares Investigation, before the Civil Aeronautics Board, including analyses of testimonies and exhibits of air carriers and other parties and the Bureau of Economics, preparation for hearings, and participation at hearings in Washington, DC from September 20 through 28, 1977:

190 hours @ \$50.00 \$ 9,500.00

Expenses:

Airfare to DC & return \$584.56
(Peak fare)

Per diem allowance:

11 days (9/17 to 9/29)
in Washington, DC
@ \$50 550.00

Airport taxi to and
from hotel 12.00

\$ 1,146.56

\$10,646.56

TO: [H. Phillip Hubbard
Commissioner
Department of Commerce & Ec.
Development

DATE : 11/8/77

FROM: Jake Johnson, Chairman
ATC-Anchorage

SUBJECT: ATC Budget - Request for
supplemental funds

This will constitute a formal request for your approval of, and recommendation for, additional funds over those currently allocated in the ATC budget for the fiscal year ending June 30, 1978. A similar request is also made to increase the amount of our previously submitted budget for the fiscal year ending June 30, 1979.

This request for additional funds is made reluctantly and only after it has become apparent that currently budgeted funds will not cover our expected expenditures for contractual services and travel.

It is nearly impossible to budget for the type of funds requested herein since there is no way to accurately anticipate their need. As you know agency budgets must be prepared and submitted several months in advance of the fiscal year. There was no way to know prior to the submission of the FY-78 or 79 budgets that the Interstate Commerce Commission and the Civil Aeronautics Board would establish major route and rate cases involving the surface and air carriers serving to, from and within Alaska. Even if we had speculated that such proceedings might be set down and that our agency would be a party to these proceedings, there was no way to identify the magnitude of the case or the extent of the ATC's participation and therefore very difficult to justify any budget submission.

The route case before the ICC was successfully handled by our own staff with the help of an outside consultant working under an approved contract and consumed only a relatively small amount of our budgeted contractual and travel funds. It is important to note however that this proceeding was under the ICC's Rules of Modified Procedure and there was no oral hearing. The ICC's ruling in this case follows substantially the position taken by the ATC in allowing certain identifiable motor carriers serving Alaska to substitute low cost water transportation between Seattle/Tacoma and Anchorage. As a result of this case Alaskan consumers will have the advantage of lower rates than otherwise might have been.

The ATC is required under existing rules to participate in cases before the federal regulatory agencies in the same manner as the carrier parties. In order to be effective we must submit direct and rebuttal evidence, offer witnesses, conduct cross-examination, file replies, exceptions, briefs, etc. Unlike the carrier parties who have extensive in-house counsel and technicians just for this very purpose, we have only a very limited staff and one full-time counsel who have to divide their time between those cases dealing with federal agencies and literally hundreds of other matters of statewide or local concern. To compensate for this lack of depth in our staff we engage the services of experts, consultants and attorneys who are available and knowledgeable on the given subjects. Such people are not always easy to locate and their services are often very expensive. Such a practice is not unique with this agency, of course, as others also lack sufficient staff depth to handle all matters which come before them, for instance, the reported expenditure by the Alaska Pipeline Commission recently of over three quarters of a million dollars for the services of an outside consultant. A gigantic sum compared to the pittance requested herein.

The States/Alaska Fare Investigation in which we are presently participating commenced abruptly early this year subsequent to a couple of routine tariff filings by one or more of the air carriers serving Alaska. If the Board adopts the air carriers contentions in the fares case, air fares to, from and within Alaska will be some thirty percent higher than present levels. The ATC believes this to be an excessive amount and is arguing for demand based pricing rather than cost based pricing. However, it is not enough to argue the point, as a party to this case we must prove our point with convincing evidence and competent witnesses. It was necessary to continue the oral hearing on the rate case which started on September 19, 1977 after two weeks of hearing because the CAB's Bureau of Economics was not prepared to go forward. The rate case is presently scheduled to resume on or about December 6, 1977, and it is anticipated that an additional seven to ten days will be needed to complete the hearing.

Not too dissimilar from the modest beginning of the Rate Case, the Route Case was prompted by a simple request to the CAB by Western Airlines to remove a one-stop restriction on their existing route between Los Angeles/San Francisco and Anchorage. This filing prompted at least six other air carriers to make similar requests for service between the West Coast of the United States and Alaska, and additionally prompted the intervention by several civic parties and ultimately culminated in a rather large and complex case which is known as the West Coast/Alaska Service Investigation.

Due to the magnitude of the Rate and Fares Case and their significance to the State in terms of air service and costs, we sought the services of Richard Sasaki a Honolulu based consultant and attorney who has worked for the State in a similar capacity throughout the last several years. Mr. Sasaki and Doug Hebbel our Assistant A.G. have taken the primary responsibility for the preparation and presentation of each of these cases before the CAB. Although, modest in its beginnings the West Coast/Alaska Service Investigation now has as its primary issues: (1) direct service between San Francisco, Los Angeles and Anchorage, (2) direct service between Seattle and Fairbanks, and (3) competitive service between Portland and Anchorage. Although separate proceedings, there is a relationship between the Service Case and the Rate Case mentioned previously. Noteworthy are the fare reductions proposed by the various carriers in the Service Case between points on the West Coast and Alaska and the contention that fare levels should be increased between essentially the same points in the rate case. Fifteen carriers and seven civic parties including the ATC are participating in the two cases and the exhibits of all parties to date would completely fill two drawers of a standard size filing cabinet. It's one thing just to read all that material, but something else again to analyze each of the exhibits to determine its accuracy and then examine each proposal in terms of which is best for the State.

Our expenditures thus far (December 6, 1977) in the Rate Case for contractual services and travel have been \$12,952.00. I estimate that an additional \$5,730.00 will be necessary to complete this case. This amount will cover the seven days of hearing (minimum), preparation and filing of the final brief, exceptions, if any, to the Administrative Law Judge's proposed decision and/or exceptions, if any, to the final order. The amount may seem large when compared to our 300 account budget total, however, as a matter of comparison I'm advised that the State of Hawaii in a recent similar case involving the same issues spent in excess of one hundred thousand dollars. The ultimate benefits to the State, assuming we receive a favorable decision by the Board, are huge in comparison to the costs.

Our expenditures to date (through November 11, 1977) in the Route Case have been \$16,698.00 for travel and contractual services. It is anticipated that an additional \$3,025.00 will be needed to complete the case and will include those items mentioned above in reference to the Route Case.

As long as the regulatory scheme of things remains as it is today it is absolutely necessary for us to participate in cases such as these in order to protect the State's interest. It is anticipated that substantially all of the expenses related to these two cases will be incurred prior to the end of FY-78.

Insofar as the request for inclusion of additional funds in the FY-79 budget in the contractual and travel accounts, the CAB just last week decided to set down for decision the matter of the Suspension of Alaska Airlines service to Northwest Alaska and the suspension of service by Western Airlines in Southeast Alaska. These routes which were suspended by the Board in the Alaska Service Investigation will either be reinstated or continue under suspension after February 1979. Both matters are extremely important to the State and particularly to the ATC in terms of the effect of any action by the Board on State certificated carriers which are now serving these markets, or who have applied for a certificate authorizing service.

In order to achieve desired results it will be necessary for the ATC to put on a well prepared evidentiary case. It is anticipated that some expense will be incurred prior to the end of the current fiscal year. It is also anticipated that, as is often the case, these two proceedings will be expanded at the request of other air carriers or civic parties to include additional issues such as one carrier or single plane service from either Northwestern Alaska or Southeastern Alaska into the west coast cities of Seattle, Portland, San Francisco, Los Angeles, etc. Again, without knowing the exact extent of the issues to be settled, the number of carriers involved, where the hearings will be held, or how long the hearings will last, it is very difficult to provide an accurate cost figure. However, based on the Rate and Route Cases that we are presently working on, I estimate the cost for contractual services and travel in these two cases to be \$20,000.00.

It appears likely that the Board will also institute proceedings in FY-79 to consider air service between Alaska and points in the mid-western United States through Canada; the Small Communities Service Program in Alaska which is of substantial importance to the State and which is a part of the Regulatory Reform Act of 1977 presently pending in Congress; and air service between Mainland Alaska and the Aleutian Islands. All of these will require active and creditable participation by the ATC.

Speaking of creditability it has taken the ATC several years to build up our creditability with our counter parts at the federal level, namely the CAB and ICC. It has taken a lot of time, patience and effort on the part of myself and other members of the Commission to establish this relationship, and it is imperative that it be maintained and improved. Our action in prompting members of the CAB to personally look into the problems associated with the monopoly created by the Board in the air service to northwestern Alaska is one example. This was initiated by meeting between the ATC, the carrier and the Board members in Washington and followed with visits to the State by three of the then Board members, an action unprecedented to the best of my knowledge.

The decision makers at the federal agencies may come and go but their staff people remain fairly constant and it is with these people working in the various bureaus that the ATC has its greatest influence and through them that the Board's decisions are slanted toward the State's interest. This influence will remain only so long as the Commission continues to conduct itself in a professional and knowledgeable manner, and this takes money. Speaking for the ATC only, I personally feel that it is better to hire professional people in the private sector to assist in preparing and presenting cases such as those that I have described in this memorandum rather than increase the size of the bureaucracy by attempting to put such people on the state payroll on a permanent basis. This program will only be effective and produce the required results however if the money managers are appreciative of the problem and have an understanding of the complex nature of the matters which we are dealing with.

In summary the supplemental funds requested for FY-78 and FY-79 are stated and identified as follows:

FY-78 - for the preparation, presentation and finalization of the State's participation in the Alaska Fare Investigation, Docket 29198 --- \$18,682.00 dollars.

FY-78 - for the preparation, presentation and finalization of the State's participation in the West Coast/Alaska Service Investigation, Docket 30170 --- \$19,728.00 dollars.

FY-78 - preparation and presentation of Southeast Alaska Service Investigation, Docket 31570 --- \$8,000.00 dollars.

FY-78 - preparation and presentation of Northwest Alaska Service Investigation, Docket 31571 --- \$8,000.00 dollars.

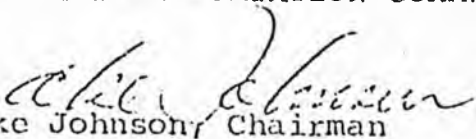
FY-79 - finalization of Southeast Alaska Service Investigation, Docket 31570 --- \$8,000.00 dollars.

FY-79 - finalization of Northwest Alaska Investigation, Docket 31571 --- \$8,000.00 dollars.

FY-79 - preparation of Small Communities Service Program, \$10,000.00 dollars.

Respectfully submitted,

ALASKA TRANSPORTATION COMMISSION


Jake Johnson, Chairman

Janet Green
Budget Analyst
Division of Budget
& Management
Office of the Governor

December 9, 1977

Avram M. Cross
Attorney General

Alaska Transportation
Commission Request for
Supplemental Budget
Appropriation

I support the ATC supplemental appropriation in the matters of the Alaska Fares Investigation and the West Coast/ Alaska Service Investigation. I am, however, in no position to support or oppose the specific amounts requested since I have no direct knowledge of the current status of the two cases.

I oppose supplemental appropriations for the Southeast Alaska Service Investigation or the Northwest Alaska Service Investigation. I believe that the Governor should make the required policy decisions in cases relating to air transportation and that the Department of Law should present the State's position to the Civil Aeronautics Board. Assuming our Pipeline Tariff supplemental budget is funded, we will have adequate funds in the Department of Law budget to provide representation before the CAB in these two matters. If our supplemental budget request is not funded, we will have to drain off all available funds to the TAPS tariff proceeding.

I would propose that air transportation matters in FY79 be assigned in the same manner, although it may be advisable for the ATC to handle the Small Communities Service Program.

AMG:jeh

cc: Governor Jay Hammond

Commissioner E. Phillip Hubbard
Department of Commerce & Economic Development

Jake Johnson, Chairman
Alaska Transportation Commission

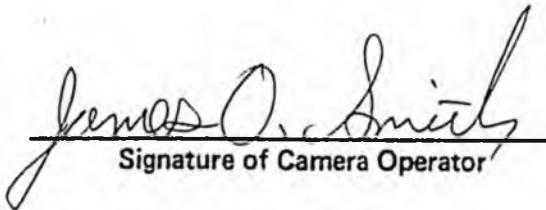
Lois Cook, Director
Division of Administrative Services
Department of Commerce & Economic Development

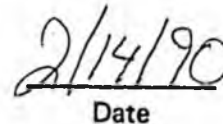


RECORDS CERTIFICATION



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.


Signature of Camera Operator


Date

COMMITTEE REPORT

HOUSE

FURTHER: _____

1-13-78

Date: 1-4-78

Mr. Speaker:

The Committee on FINANCE has had HB 631
"An Act making a suppl. approp. to the Dept. of Environ. Conserv., Coordinated
Permit System; e.d."

under consideration and (a majority of the committee) (the committee reports it back as follows)

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 _____ new title same title

AND attaches a Letter of Intent New Fiscal Note

reports it back without recommendation

and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Freeman
Rhoads

Granning

Buchheit

Mr. [Signature]
Chairman

Introduced: 1/13/78
Referred: Finance

1 IN THE HOUSE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 HOUSE BILL NO. 631

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Environmental Conservation, Coordinated
8 Permit System; and providing for an effective date."

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

10 * Section 1. The sum of \$15,000 is appropriated from the general fund
11 to the Department of Environmental Conservation, for the purpose of drafting
12 regulations to implement the Coordinated Permit System.

13 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
14 01.070(c).

HB631

January 13, 1978

The Honorable Hugh Malone
Speaker of the House
Alaska State Legislature
Juneau, Alaska 99811

Dear Mr. Speaker:

Under authority of art. III, sec. 18 of the Alaska Constitution, and in accordance with AS 24.30.060(b) and the Uniform Rules of the Alaska State Legislature, I am transmitting a bill making a supplemental appropriation to the Department of Environmental Conservation, in the amount of \$15,000, for the purpose of temporarily hiring an administrative assistant to draft administrative regulations to implement the Coordinated Permit System, a responsibility placed in the department by ch. 60 SLA 1977 (HCS CSSB 227).

Fiscal information is attached.

Sincerely,

S/JSH

Jay S. Hammond
Governor

STATE
of ALASKA


MEMORANDUM

TO: [Ronald B. Lind, Director
Division of Budget & Management

DATE: January 5, 1978

FILE NO:

TELEPHONE NO:


FROM: 
Tom Barnes, Budget Analyst
Division of Budget & Management
Office of the GovernorSUBJECT: Department of Environmental
Conservation Supplemental
Appropriation

The Department of Environmental Conservation has requested that \$62,212 in General Funds be appropriated to the Division of Program Coordination through a supplemental for FY 78. The purpose of the funds would be to implement the Coordinated Permit System, a responsibility assigned to the Department through Chapter 60, SLA 1977.

Specifically, the request would fund 3 PFT Administrative Assistants plus associated costs in Valdez, Anchorage and Fairbanks, while also funding a Clerk IV in Juneau to monitor and process the master applications submitted to it by the Regional Offices. The 3 Administrative Assistants would operate each of the Regional Information Centers and coordinate any applications within their respective region.

While the Department attempted to see that a fiscal note was passed to provide funds for the new system, none were appropriated. Consequently, the Department has utilized some of its other appropriated funds to begin drafting administrative procedures, resulting in only a partial draft to date.

In speaking with the Department, it was their contention that a majority of the latter half of FY 78 would be required in completing the administrative procedures, which would probably be drafted by the Administrative Assistants in Juneau.

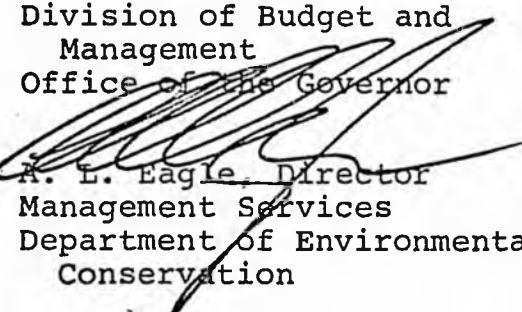
The request, therefore, in this analysts' view, is somewhat premature and unnecessary, at least in the scope of what is requested in total funds. It is, therefore, this analyst's recommendation that, rather than appropriate funds for the hiring of 3 Administrative Assistants to draft procedures, that instead supplemental funds for the temporary hiring of an Administrative Assistant to complete the procedures be granted. This would amount to approximately \$15,000 in Personal Services including temporary benefits. 

Since 2 PFT Administrative Assistants were approved for Fairbanks and Anchorage for FY 79, this recommendation should allow the Department the capability of satisfactorily implementing its coordinated permit responsibilities on July 1, 1978.

STATE
of ALASKA

MEMORANDUM

TO: [Ron Lind, Director
Division of Budget and
Management
Office of the Governor

FROM:  A. L. Eagle, Director
Management Services
Department of Environmental
Conservation

DATE: November 29, 1977

FILE NO:

TELEPHONE NO:

SUBJECT: FY 78 Supplemental

The attached supplemental appropriation request is submitted in accordance with your memoranda of October 26 and November 18, 1977, and Mr. Harper's memorandum of November 1, 1977. This request is to implement the provisions of SB 227, passed by the last legislature without funding. Attached are copies of the fiscal note which we submitted to the legislature, a copy of SB 227, correspondence concerning this bill and a worksheet showing how half-year costs were derived from the fiscal note.

We have not embarked upon a course to fully implement this bill nor will we do so without prior approval. This supplemental request merely advises you and the legislature of the costs involved should they desire us to implement SB 227.

Enclosures

HALF-YEAR COST OF IMPLEMENTING SB 227
 BASED ON FISCAL NOTE INITIALLY SUBMITTED

<u>Fiscal Note Item</u>	<u>Object Code</u>	<u>Full-Year Cost</u>	<u>Half-Year Cost</u>
1	300's	2,000	2,000
4	100's	15,270	7,635
9	200's	15,000	7,500
	300's	7,500	3,750
12	100's	61,455	30,727
13	300's	12,000	6,000
14	400's	1,200	600
	500's	4,000	4,000
		<u>\$118,425</u>	<u>\$62,212</u>

FY 78 SUPPLEMENTAL REQUEST ANALYSIS

	FY 76 ACTUAL	FY 77 FINAL AUTH.	FY 77 ACTUAL	FY 78 Gov. BUDGET	FY 78 INITIAL AUTH.	FY 78 CURRENT AUTH.	EXPENDITURES + ENCUMBRANCES 7/1 - 10/31	OTHER OBLIGATIONS 7/1 - 10/31	PROJECTED EXPENDITURES + ENCUMBRANCES 11/1 - 6/30	FY 78 (DEFICIT) OR EXCESS	FY 79 MAINTENANCE REQUEST
PERSONAL SERVICES	New Program - No Historical Data Available				"	" "	" "	" "	38,362	38,362	60,128
TRAVEL	"	"	"	"	"	"	"	"	7,500	7,500	15,900
CONTRACTUAL SERVICES	"	"	"	"	"	"	"	"	11,750	11,750	27,790
COMMODITIES	"	"	"	"	"	"	"	"	600	600	1,272
EQUIPMENT	"	"	"	"	"	"	"	"	4,000	4,000	
LANDS, BLDGS. ...	"	"	"	"	"	"	"	"			
GRANTS, CLAIMS, ...	"	"	"	"	"	"	"	"			
MISCELLANEOUS	"	"	"	"	"	"	"	"			
TOTAL									62,212	62,212	100,090
FEDERAL RECEIPTS	"	"	"	"	"	"	"	"			
REQUIRED GF MATCHING	"	"	"	"	"	"	"	"			
OTHER GENERAL FUND	"	"	"	"	"	"	"	"	62,212	62,212	100,090
INTER-AGENCY RECEIPTS	"	"	"	"	"	"	"	"			

AGENCY Environmental Conservation BRU Program Coordination COMPONENT N.A. REVISED 12/1/77

Ron Lind
Director

June 10, 1977

Division of Budget & Management
Office of the Governor


A. L. Eagle
Director
Management Services
Department of Environmental Conservation

FY 73 Budget

The Department of Environmental Conservation has reviewed the FY 73 Free Conference Committee budget. In compliance with Mr. Dawson's memorandum of June 6, 1977, the following comments are provided:

Senate Bill 227 "Air Land Water Resources Permits" passed without the necessary funding identified in our Fiscal note and subsequent correspondence (copies attached). While the Department may be able to tailor some of its existing activities to meet the legislative intent of the bill, there is no way the bill can be fully implemented without the additional funding.

There are two capital budget entries which appear to relate to the same project: page 35, line 16 "cc Sewer System, Kuskokwim," and page 37 line 31 "Bethel Water and Sewer Project."

Apparently these two budget items are intended to provide the University with their half of necessary funds to complete a \$625,000 service connection to the city sewer and water system for Kuskokwim Community College and City buildings. The remainder of the funds would be provided by this Department through its construction grant program and the City of Bethel.

It is not known why the University funds were split between two capital budgets. However, by placing some of the University funds in this Department's budget, there may now be a legal problem in this Department providing the other half of the necessary funds through its construction grant program. Assuming this problem can be resolved, the Bethel project is adjudged to be worthwhile and should be approved.

One other capital budget item was added to our budget which appears to be valid. Page 37, line 29 "Water Aquifer Filter System - Eagle River." These funds were added to verify that the aquifer in the Meadow Creek area, identified through a previous study, will serve as a satisfactory water source for Eagle River. Due to the projected serious water shortage in this area, this budget item appears to be valid.

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

our copy
Fiscal Note
70

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SB 227
Title Procedure on applications for permits for state air, land, water.
Requested by Poland & Tillion Date _____

II. FISCAL DETAIL

Agency Affected Environmental Conservation
Program Category Affected NRM & EC
Budget Request Unit(s) Affected Program Coordination

EXPENDITURES (Thousands of Dollars) Inflation at 6%

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
100 PERSONAL SERVICES		56,725	60,128	63,736	67,560	71,614
200 TRAVEL		15,090	15,900	16,854	17,865	18,937
300 CONTRACTUAL		21,500	27,790	24,157	25,607	27,143
400 COMMODITIES		1,200	1,272	1,348	1,429	1,515
500 EQUIPMENT		4,000	--	--	--	--
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		98,425	100,090	106,095	112,461	119,209

FUNDING (Thousands of Dollars)

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
GENERAL FUND		98,425	100,090	106,095	112,461	119,209
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
FULL TIME		4	4	4	4	4
PART TIME						
TEMPORARY						

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

See attached

IV. DATE _____

PREPARED BY _____

A. L. Eagle

AGENCY _____

Environmental Conservation

PHONE _____

465-2644

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



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

2/14/90
Date

Introduced: 1/16/78
Referred: State Affairs and
Finance

BY THE RULES COMMITTEE BY
REQUEST OF THE LEGISLATIVE
COUNCIL (for the Interim
Committee on Retirement)

1 IN THE HOUSE

2 HOUSE BILL NO. 636

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the cost-of-living allowance pro-
7 vided under the public employees' retirement system;
8 and providing for an effective date."

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

10 * Section 1. AS 39.35.480(b) and (d) are amended to read:

11 (b) A person receiving a cost-of-living allowance under this sec-
12 tion shall notify the administrator when he expects to be absent from
13 the state for a continuous period that exceeds 90 [60] days. After that
14 notification, the person is no longer entitled to receive the monthly
15 cost-of-living allowance, except that a person may be absent from the
16 state for not more than six months without loss of the cost-of-living
17 allowance if the absence is the result of illness and required by order
18 of a licensed physician. Upon his return to the state, and upon notifi-
19 cation to the administrator, the person is again entitled to receive
20 the monthly cost-of-living allowance, commencing with the first monthly
21 benefit payment made after notification of the person's return.

22 (d) For purposes of this section, "residing in the state" means
23 domiciled and physically present in the State of Alaska. Being absent
24 from the state for a continuous period of 90 [60] days or less or six
25 months or less when ordered by a physician does not change a person's
26 status as "residing in the state."

27 * Sec. 2. Persons retired before July 1, 1978 are entitled to receive the
28 increase in benefits enacted in sec. 1 of this Act.

29 * Sec. 3. This Act takes effect July 1, 1978.

#

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 636
Title Cost-of-Living Allowance Under the PERS
Requested by _____ Date _____

II. FISCAL DETAIL

Agency Affected Administration - Division of Retirement and Benefits
Program Category Affected Retirement and Benefits (PERS)
Budget Request Unit(s) Affected Public Employees' Retirement System

EXPENDITURES (Thousands of Dollars)

	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
100 BENEFITS		21.5	23.7	26.0	28.6	31.5
TOTAL	-0-	21.5	23.7	26.0	28.6	31.5

FUNDING (Thousands of Dollars)

GENERAL FUND		17.1	19.0	20.8	22.8	25.2
FEDERAL FUNDS		3.7	4.0	4.4	4.9	5.3
OTHER (Specify)		0.7	0.7	0.8	0.9	1.0

POSITIONS

NONE

FULL TIME						
PART TIME						
TEMPORARY						

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

1. Estimate FY 79 covered state payroll to be \$215,000,000.
2. Estimate future state payrolls will increase at 10% annually.
3. Increase in state employer contribution rate would be .01%.

Paul B. Arnoldt

IV. DATE 2/06/78 PREPARED BY Paul B. Arnoldt
AGENCY Division of Retirement and Benefits
PHONE 465-4460 *OK AS*

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named) Rules Committee
Office of the Governor (Keith Specking)

COMMITTEE REPORT

HOUSE

FURTHER: _____

Date: _____

Mr. Speaker:

The Committee on Finance has had HB 636
"An Act relating to the cost-of-living allowance provided under the
public employees; retirement system; eff. date."

under consideration and (a majority of the committee) (the committee
reports it back as follows)

- 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 _____ new title same title
 AND attaches a Letter of Intent New Fiscal Note
 reports it back without recommendation
 and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

Date: February 17, 1978

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 636

"An Act relating to the cost-of-living allowance provided under the public employees; retirement system; eff. date."

under consideration and (a majority of the committee) (the committee reports it back as follows)

recommends it do pass () recommends it do not pass

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and _____ () new title () same title

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MEMBERS SIGNING DO PASS:

C. J. Bradley
Tom Kelly
Joe McKinnon
B. Miles
Kris W. Tolson
ADD FOR

OTHER RECOMMENDATIONS:

Dolan
No Rec
Do Pass
Do Pass
No Rec
DO PASS

C. J. Bradley
Chairman

Introduced: 1/16/78
Referred: State Affairs and
Finance

4499
Baldwin

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COMMITTEE COPY

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

Introduced: 1/16/78
Referred: State Affairs and
Finance

4499
Baldwin

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ALASKA STATE LEGISLATURE

TENTH... Legislature SECOND... Session

HOUSE BILL NO. 636

By THE RULES COMMITTEE BY REQUEST OF THE LEGISLATIVE COUNCIL (for the Interim Committee on Retirement)

"An Act relating to the cost-of-living allowance provided under the public employees' retirement system; and providing for an effective date."

COLA PERS

Introduced in the House 1-16-1976

HISTORY IN THE HOUSE

1976	Read first time and referred to Committee on State Affairs and Finance												
Jan. 16	Reported back with recommendation that												
	Read second time and												
	Read third time and												
	<table border="0"> <tr> <td>PASS</td> <td>Effective Date</td> </tr> <tr> <td>Yeas</td> <td>Yeas</td> </tr> <tr> <td>Nays</td> <td>Nays</td> </tr> <tr> <td>Absent</td> <td>Absent</td> </tr> <tr> <td>Excused</td> <td>Excused</td> </tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused		
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Yeas	Yeas												
Nays	Nays												
Absent	Absent												
Excused	Excused												
	Reported correctly engrossed												
	Signed by Speaker												
	Sent to Senate												
CHIEF CLERK OF THE HOUSE													

HISTORY IN THE SENATE

19	Read first time and referred to Committee on												
	Reported back with recommendation that												
	Read second time and												
	Read third time and												
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Absent	Absent												
Excused	Excused												
	Reported correctly engrossed												
	Signed by President												
	Returned to House												
SECRETARY OF THE SENATE													

HISTORY IN THE HOUSE

19	Received from Senate
	Concurred in Senate amendment thus adopting:
	Failed to concur in Senate amendment; asked Sen. to recede
	Senate receded from amendment
	Senate failed to recede from amendment
	FCC appointed by House
	FCC appointed by Senate
	FCC adopted
	To enrolling
	Reported correctly enrolled
	Sent to Governor
 by Governor
	Filed with Lt. Governor
	Chapter No.