

LEG. FINANCE - BILLS 1979 - 1980 1302

CSSB 199 cont., thru SB 202 1300

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House CS for CS for SB 199
 Title An Act relating to pub. sch. foundation prog; edu. assessments of children ...
 Requested by House HESS Date April 16, 1979

II. FISCAL DETAIL

Agency Affected Education
 Program Category Affected DOE Contract Schools Special Education Assessment Fund
 Budget Request Unit(s) Affected Foundation, Financial Support Programs

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.	-0-	3,323.8	28,627.8	29,200.4	29,784.4	30,380.1

TOTAL

FUNDING (Thousands of Dollars)

GENERAL FUND	-0-	3,323.8	28,627.8	29,200.4*	29,784.4*	30,380.1*
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

Sec. 1. 3,323.8	Sec. 10. No fiscal impact
Sec. 2. No fiscal impact	Sec. 11. 2,090.7
Sec. 3. 7,173.6	Sec. 12. No fiscal impact
Sec. 4. No fiscal impact	
Sec. 5. No fiscal impact	
Sec. 6. 560.4	
Sec. 7. 93.3	
Sec. 8. 15,386.0	
Sec. 9. No fiscal impact	

*Adjusted to reflect 2% annual increases in number of instructional units.

IV. DATE April 16, 1979 PREPARED BY William D. Thomson
 AGENCY Education
 PHONE 465-2800
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

Introduced: 2/13/79
Referred: Health, Education and
Social Services and Finance

1 IN THE SENATE

BY DANKWORTH, STIMSON AND
STURGULEWSKI

2 SENATE BILL NO. 199

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the public school foundation pro-
7 gram; and providing for an effective date."

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

9 * Section 1. AS 14.17.041(b) is amended to read:

10 (b) Elementary schools in districts with ADM of 1,000 or over:

11 ADM	No. Instructional Units
12 under 20	2
13 20 - 32	3
14 33 - 46	4
15 47 - 62	5
16 63 - 80	6
17 81 - 99	7
18 100 <u>and over</u> [- 3005]	7 plus 1 for each 19 pupils or fraction of 19
19 [3006 AND OVER	160 PLUS 1 FOR EACH 21 PUPILS OR FRACTION OF 21]

20 * Sec. 2. AS 14.17.041(d) is amended to read:

21 (d) Secondary schools in districts with ADM of 1,000 or over:

22 ADM	No. Instructional Units
23 under 33	3
24 33 - 46	4
25 47 - 62	5
26 63 - 80	6
27 81 - 99	7

28

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. CSSB 199
Title An Act relating to public school foundation program
Requested by Senate Finance Date March 15, 1979

II. FISCAL DETAIL

Agency Affected Education
Program Category Affected DOE Correspondence, Contract Schools, Special Ed Assessment Fund
BRU, Program, or Subprogram(s) Affected Foundation, Financial Support Programs

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.	-0-	-0-	23,816.4	24,292.7	24,778.6	25,274.2
TOTAL	-0-	-0-	23,816.4	24,292.7	24,778.6	25,274.2

FUNDING (Thousands of Dollars)

GENERAL FUND	-0-	-0-	23,816.4	24,292.7	24,778.6	25,274.2
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

Section 1	No Fiscal Impact	Section 11	15,186.6
" 2	6998.7	" 12	No Fiscal Impact
" 3	No Fiscal Impact	" 13	No Fiscal Impact
" 4	No Fiscal Impact	" 14	No Fiscal Impact
" 7	546.7	" 15	2,090.7
" 9	(1,182.8)		
" 10	1,807.1		

Based upon 6% increase in I.U. over FY 80.

John C. Sackett

IV. DATE March 15, 1979 PREPARED BY John C. Sackett, Chairman
AGENCY Senate Finance Committee
PHONE 465-3753
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

3/23/90
Date

Final List

FAIRBANKS AIRPORT --- ITEMIZED EXPENDITURES

Below please find outlined the projects and their costs for the proposed acquisition, construction and equipping of airport facilities at the Fairbanks International Airport.

Fairbanks Runway 01 L Safety Area.....	\$ 235,000.00	
This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01 L		
Fairbanks Taxiway Extension.....	385,000.00	
Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under.		
Fairbanks General Aviation Apron Expansion.....	335,000.00	
This project consists of extending the existing general aviation parking apron northeastward for approximately 300'.		
Fairbanks Bondable Storage Building.....	2,040,000.00	
This project would allow a warehousing complex of 24,000 sq. ft.		
Fairbanks Hydrant Fueling System.....	1,229,000.00	
This project would allow for a central underground fueling facility, from hydrant outlets, through a mobil filtering-metering unit.		
Fairbanks West Ramp.....	1,500,000.00	
This project would make more ramp space south of the main terminal		
Expanding Customs Area and Service Facilities	2,326,000.00	
Upgrading present customs facility and expanding current service facilities		
Fairbanks Equipment	450,000.00	
1 Hough Aircraft Tow Tractor with Crab Drive		150,000.00
1 Set Pneumatic Air Lifting Bags.....		300,000.00
		<hr/>
TOTAL	\$8,500,000.00	

25 Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS RUNWAY 1L SAFETY AREA		OPERATING BUDGET (AUI5)		NAMES		NUMBERS	
PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY: Sept, 1979	TOTAL PROJECT COST 235.0				
LOCATION(S) FAIRBANKS INTERNATIONAL		AREA SERVED FAIRBANKS	ELECTION DISTRICT 20-0		PROJECT TYPE		
SOURCE OF COST ESTIMATE DOT/PP Aviation Design Division		DATE OF ESTIMATE 9-78		BUILDING CONSTRUCTION		EQUIPMENT	
DESCRIPTION				OTHER IMPROVEMENT		LAND	
This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01L.				<input type="checkbox"/>		<input type="checkbox"/>	
				<input checked="" type="checkbox"/>		<input type="checkbox"/>	

PROJECT CHARACTERISTICS (check one)

Totally new facility

Addition to existing facility

Renovation of existing facility

Major maintenance or repair

Supplement previously authorized funds to enable completion

Other

LOCATION FEATURES (check where appropriate)

Site currently owned

Site to be acquired

Utilities already available

Access already available

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capitol Budget)	235.0	235.0			
PLANNING AND ENGINEERING	18.0	18.0			
LAND					
CONSTRUCTION					
EQUIPMENT	209.0	209.0			
ADMINISTRATION AND OTHER	8.0	8.0			

APPROPRIATION REQUEST

Federal Receipt	210.0
Municipal General Fund Matching	
Other General Fund	
C. O. Bonds	
ASMA Bonds	
Inter-Agency Transfer	
Other	
IARF	25.0
TOTAL	235.0

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND	-0-	-0-	-0-	-0-
TOTAL ANNUAL OPERATIONAL COST		-0-	-0-	-0-	-0-
POSITIONS: FULL-TIME EQUIVALENTS					

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS RUNWAY 01L SAFE

25 CAPITAL BUDGET PROPOSED PROJECT

25 Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS TAXIWAY EXTENSION	OPERATING (BUDGET BRUIS)	NAMES	NUMBERS
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PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY Sept. 1980	TOTAL PROJECT COST 385.0
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LOCATION(S) Fairbanks International Airport	AREA SERVED Fairbanks	ELECTION DISTRICT 20-0
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SOURCE OF COST ESTIMATE DOT/PF Aviation Design Division	DATE OF ESTIMATE 9-78
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DESCRIPTION

Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under. This taxiway starts on the southeast edge of the general aviation apron and continues northeast approximately 2000'.

PROJECT TYPE		
BUILDING CONSTRUCTION	EQUIPMENT	
OTHER IMPROVEMENT	<input checked="" type="checkbox"/>	LAND

PROJECT CHARACTERISTICS (check one)

Totally new facility

Addition to existing facility

Renovation of existing facility

Major maintenance or repair

Supplement previously authorized funds to enable completion

Other

LOCATION FEATURES (check where appropriate)

Site currently owned

Site to be acquired

Utilities already available

Access already available

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	385.0	200.0	185.0		
PLANNING AND ENGINEERING	19.0	10.0	9.0		
LAND					
CONSTRUCTION	351.0	180.0	171.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	15.0	10.0	5.0		

OPERATIONAL COST AND NO. PERSONNEL INCREASE (OR DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND				
	IARF	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST		10.0		10.0	10.0
POSITIONS (FULL-TIME EQUIVALENTS)					

APPROPRIATION REQUEST

Federal Receipts	767.0
Recurrent Capital Fund Matching	
Other General Fund	
C. O. Grants	
ASMA Bonds	
Inter-Agency Transfer	
Other	
IARF	39.0
TOTAL	385.0

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS TAXIWAY EXTENSION

25 CAPITAL BUDGET PROPOSED PROJECT

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS GENERAL AVIATION APRON EXPANSION		OPERATING BUDGET BRU(S)	NAMES	NUMBERS
PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY Sept. 1980	TOTAL PROJECT COST 335.0	
LOCATION(S) FAIRBANKS INTERNATIONAL	AREA SERVED FAIRBANKS	ELECTION DISTRICT 20-0		
SOURCE OF COST ESTIMATE DOT/PF Aviation Design Division		DATE OF ESTIMATE 9-78		

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND

DESCRIPTION

This project consists of extending the existing general aviation parking apron northeastward for approximately 300'. If feasible, this project also anticipates adding electrical receptacles for engine heat-ups.

PROJECT CHARACTERISTICS (Check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	335.0	200.0	135.0		
PLANNING AND ENGINEERING	37.0	25.0	12.0		
LAND					
CONSTRUCTION	256.0	169.0	117.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	12.0	6.0	6.0		

APPROPRIATION REQUEST	
Federal Receipts	300.0
Required General Fund Matching	
Other General Fund	
G. O. Bonds	
ASMA Bonds	
Inter-Agency Transfers	
Other	
IARF	35.0
TOTAL	335.0

OPERATIONAL COST AND NO. PERSONNEL INCREASE/DECREASE	ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
OTHER SOURCES				
FUNDING SOURCE: GENERAL FUND	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST	10.0	-0-	10.0	10.0
POSITIONS: FULL-TIME EQUIVALENTS				

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS GENERAL AVIATION APRON EXPANSION

25 CAPITAL BUDGET PROPOSED PROJECT



North Pole Refining P.O. Box 5028, North Pole, Alaska 99705

DIVISION OF EARTH RESOURCES COMPANY OF ALASKA

907/488-2741
907/488-2742

March 7, 1979

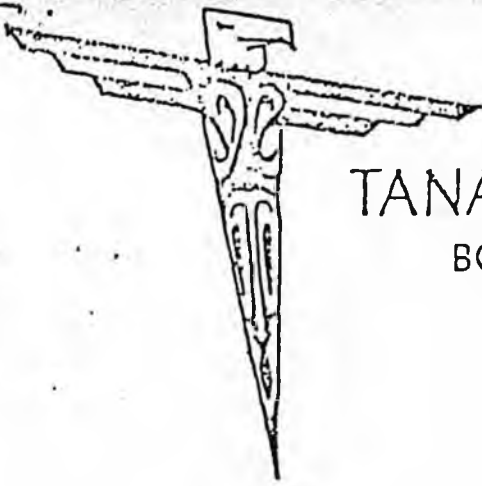
Senator Bettye Fahrenkamp
Pouch V
Juneau, Alaska

Dear Bettye:

Enclosed are the items as discussed at the Legislative/Aviation Committee Meeting of the Greater Fairbanks Chamber of Commerce on March 6, 1979.

1. Hydrant fueling system cost as of April 13, 1978, and project description.
2. Additional weather bureau data for informational purposes.
3. According to best estimates verified this date, the warehousing complex would be 24,000 square feet at a cost of \$60 per square foot plus site improvements and equipment:

Building	\$1,440,000
Equipment	215,000
Foundation Fill Material	<u>385,000</u>
	\$2,040,000



TANANA MECHANICAL, INC.

BOX 1189, FAIRBANKS, ALASKA 99707

PHONE (907) 452-1792

April 13, 1978

Palczer & Associates
Star Route Box 10671
Fairbanks, AK 99701

Attn: Terry Palczer

SUBJECT: Central fueling facilities
at Fairbanks International
Airport

Gentlemen:

Confirming our conversation of this date re: subject project, we offer the following:

We estimate the total contract price to furnish and install this fueling facility will be One Million Two Hundred Twenty Nine Thousand Dollars (\$1,229,000.00).

The salient points of this system are a 16" buried steel line from Tesoro bulk plant at the airport past Standard Oil Co. plant. Central pumping, metering and filtering facilities will be provided at both bulk plants.

At the airport terminal facility there will be provided fourteen 4" underground fueling hydrants, each with a capacity of 600 G.P.M. The 16" line will terminate at the Wein hanger.

The pumping, metering and filtering capacity of the facilities at each bulk plant is based upon a maximum of four hydrants in operation at any one time; in other words a capacity of 2,400 G.P.M. System pressure at the 4" hydrant outlet will be 60 P.S.I.

It is planned that the aircraft will be fueled from the hydrant outlet through a mobil filtering - metering unit.

The hydrants will contain an electrical control to enable selection of Tesoro, Standard or "OFF". Emergency manual shut-off valves at each hydrant and at each bulk plant and at two other locations on the main are provided. Check valves at each bulk plant will prevent back-pressure in that plants piping when the other bulk plant is pumping.

Continued . . .

Attached are:

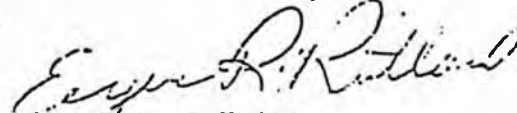
1. A copy of our takeoff and pricing sheet.
2. A copy of unit prices.

We have previously transmitted to you a copy of our calculations for main line sizing and pump selection.

Please contact the undersigned if additional information is required.

Very truly yours,

TANANA MECHANICAL, INC.



EUGENE R. RUTLAND
Engineer

ERR:smb

Attach.

25 Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE Fairbanks Custom and Service Facility Area		OPERATING BUDGET BRU(S) Sept. 1980		NAMES		NUMBERS	
PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY:	Sept. 1980	TOTAL PROJECT COST 2,326,000.00			
LOCATION(S) Fairbanks International		AREA SERVED Fairbanks		ELECTION DISTRICT 20-0			
SOURCE OF COST ESTIMATE DOT/PF Aviation Design Division				DATE OF ESTIMATE 9-78			
DESCRIPTION This project will provide expanded facilities for customs services and for related passenger service facilities in the Fairbanks International Airport Terminal Building.							

PROJECT TYPE			
BUILDING CONSTRUCTION	<input checked="" type="checkbox"/>	EQUIPMENT	
OTHER IMPROVEMENT		LAND	

PROJECT CHARACTERISTICS (Check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input checked="" type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input checked="" type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	2,326,000	500,000	1,000,000	826,000	
PLANNING AND ENGINEERING	520,000	300,000			
LAND					
CONSTRUCTION	1,806,000				
EQUIPMENT					
ADMINISTRATION AND OTHER					

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUD. YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND	-0-	-0-	-0-	-0-
TOTAL ANNUAL OPERATIONAL COST		-0-	-0-	-0-	-0-
POSITIONS	FULL-TIME EQUIVALENTS				

APPROPRIATION REQUEST	
Federal Receipts	
Required General Fund Matching	
Other General Fund	
G. O. Bonds	
ASHA Bonds	
Inter-Agency Transfers	
Other	
LARGE	2,326,000
TOTAL	

AGENCY Transportation PROGRAM Aviation PRIORITY NO. _____

25 CAPITAL BUDGET PROPOSED PROJECT

Funding Information
General Fund -0-
Other Funds \$8,500,000
\$8,500,000

Introduced: 2/13/79
Referred: Commerce and
Finance

BY FAHRENKAMP, BENNETT, FERGUSON
AND HACKNEY

1 IN THE SENATE

2 SENATE BILL NO. 202

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation from the Inter-
7 national Airports Construction Fund to the Fairbanks
8 International Airport; and providing for an effective
9 date."

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

11 * Section 1. For the purpose of carrying out the provisions of AS 37.15.-
12 410 - 37.15.550, there is appropriated from the International Airports Con-
13 struction Fund the sum of \$8,500,000 for the acquisition, construction, and
14 equipping of airport facilities as authorized in AS 37.15.510 at Fairbanks
15 International Airport.

16 * Sec. 2. This Act takes effect on the effective date of a version of an
17 Act entitled "An Act authorizing the issuance and sale of an additional
18 \$8,500,000 in revenue bonds for international airports."
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Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE	FAIRBANKS RUNWAY 1L SAFETY AREA	OPERATING BUDGET (NUIS)	NAMES	NUMBERS
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PRIORITY	PROJECT STARTING DATE	July 1979	ESTIMATED DATE FACILITY IN USE BY	Sept. 1979	TOTAL PROJECT COST	235.0
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LOCATION(S)	AREA SERVED	ELECTION DISTRICT
FAIRBANKS INTERNATIONAL	FAIRBANKS	20-0

SOURCE OF COST ESTIMATE	DOT/PP Aviation Design Division	DATE OF ESTIMATE	9-78
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DESCRIPTION

This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01L.

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND
<input checked="" type="checkbox"/>	<input type="checkbox"/>

PROJECT CHARACTERISTICS (check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (C.D. DISC. J. V.)	235.0	235.0			
PLANNING AND ENGINEERING	18.0	18.0			
LAND					
CONSTRUCTION					
EQUIPMENT	209.0	209.0			
ADMINISTRATION AND OTHER	8.0	8.0			

APPROPRIATION REQUEST	
Federal Request	210.0
State General Fund Matching	
Other General Fund	
G. O. Bonds	
ASMA Bonds	
Inter-Agency Transfer	
Other	
IARF	25.0
TOTAL	235.0

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND	-0-	-0-	-0-	-0-
TOTAL ANNUAL OPERATIONAL COST		-0-	-0-	-0-	-0-
POSITIONS FULL-TIME EQUIVALENTS					

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS RUNWAY 01L SAFE

25 CAPITAL BUDGET PROPOSED PROJECT

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS TAXIWAY EXTENSION	OPERATING (BUDGET BRN(S))	NAMES	NUMBERS
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PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY: Sept. 1980	TOTAL PROJECT COST 385.0
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LOCATION(S) Fairbanks International Airport	AREA SERVED Fairbanks	ELECTION DISTRICT 20-0
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SOURCE OF COST ESTIMATE DOT/PF Aviation Design Division	DATE OF ESTIMATE 9-78
--	--------------------------

DESCRIPTION

Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under. This taxiway starts on the southeast edge of the general aviation apron and continues northeast approximately 2000'.

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND
	X

PROJECT CHARACTERISTICS (Check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	385.0	200.0	185.0		
PLANNING AND ENGINEERING	19.0	10.0	9.0		
LAND					
CONSTRUCTION	351.0	180.0	171.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	15.0	10.0	5.0		

APPROPRIATION REQUEST	
Federal Receipts	347.0
Partial General Fund Matching	
Other General Fund	
C. O. Grants	
ASHA Grants	
Inter-Agency Transfers	
Other	
IARF	39.0
TOTAL	385.0

OPERATIONAL COST AND NO. PERSONNEL INCREASE (OR DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND				
	IARF	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST		10.0		10.0	10.0
POSITIONS/FULL-TIME EQUIVALENTS					

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS TAXIWAY EXTENSION

25 CAPITAL BUDGET PROPOSED PROJECT

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE: FAIRBANKS GENERAL AVIATION APRON EXPANSION
 OPERATING BUDGET BASIS: NAMES: NUMBERS:

PRIORITY: PROJECT STARTING DATE: July 1979
 ESTIMATED DATE FACILITY IN USE BY: Sept. 1980
 TOTAL PROJECT COST: 335.0

LOCATION(S): FAIRBANKS INTERNATIONAL
 AREA SERVED: FAIRBANKS
 ELECTION DISTRICT: 20-0

SOURCE OF COST ESTIMATE: DOT/PF Aviation Design Division
 DATE OF ESTIMATE: 9-78

DESCRIPTION:
 This project consists of extending the existing general aviation parking apron northeastward for approximately 300'. If feasible, this project also anticipates adding electrical receptacles for engine heat-ups.

PROJECT TYPE:
 BUILDING CONSTRUCTION: EQUIPMENT:
 OTHER IMPROVEMENT: LAND:

PROJECT CHARACTERISTICS (Check one):
 Totally new facility
 Addition to existing facility
 Renovation of existing facility
 Major maintenance or repair
 Supplement previously authorized funds to enable completion
 Other

LOCATION FEATURES (check where appropriate):
 Site currently owned
 Site to be acquired
 Utilities already available
 Access already available

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	335.0	200.0	135.0		
PLANNING AND ENGINEERING	37.0	25.0	12.0		
LAND					
CONSTRUCTION	286.0	169.0	117.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	12.0	6.0	6.0		

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)	ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
OTHER SOURCES				
FUNDING SOURCE: GENERAL FUND	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST	10.0	-0-	10.0	10.0
POSITIONS: FULL-TIME EQUIVALENTS				

APPROPRIATION REQUEST

Federal Receipts	335.0
Required General Fund Matching	
Other General Fund	
G. O. Bonds	
ASMA Bonds	
Inter-Agency Transfers	
Other	
IARF	35.0
TOTAL	335.0

AGENCY: TRANSPORTATION PROGRAM: AVIATION PRIORITY NO.: FAIRBANKS GENERAL AVIATION APRON EXPANSION

25 CAPITAL BUDGET PROPOSED PROJECT



North Pole Refining P.O. Box 5028, North Pole, Alaska 99705

DIVISION OF EARTH RESOURCES COMPANY OF ALASKA

907/488-2741
907/488-2742

March 7, 1979

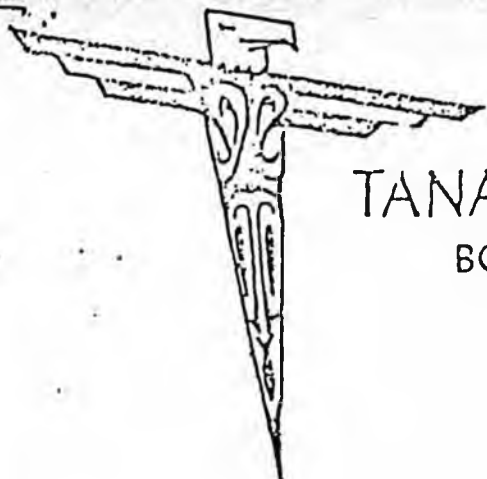
Senator Bettye Fahrenkamp
Pouch V
Juneau, Alaska

Dear Bettye:

Enclosed are the items as discussed at the Legislative/Aviation Committee Meeting of the Greater Fairbanks Chamber of Commerce on March 6, 1979.

1. Hydrant fueling system cost as of April 13, 1978, and project description.
2. Additional weather bureau data for informational purposes.
3. According to best estimates verified this date, the warehousing complex would be 24,000 square feet at a cost of \$60 per square foot plus site improvements and equipment:

Building	\$1,440,000
Equipment	215,000
Foundation Fill Material	<u>385,000</u>
	\$2,040,000



TANANA MECHANICAL, INC.

BOX 1189, FAIRBANKS, ALASKA 99707

PHONE (907) 452-1792

April 13, 1978

Palczer & Associates
Star Route Box 10671
Fairbanks, AK 99701

Attn: Terry Palczer

SUBJECT: Central fueling facilities
at Fairbanks International
Airport

Gentlemen:

Confirming our conversation of this date re: subject project, we offer the following:

We estimate the total contract price to furnish and install this fueling facility will be One Million Two Hundred Twenty Nine Thousand Dollars (\$1,229,000.00).

The salient points of this system are a 16" buried steel line from Tesoro bulk plant at the airport past Standard Oil Co. plant. Central pumping, metering and filtering facilities will be provided at both bulk plants.

At the airport terminal facility there will be provided fourteen 4" underground fueling hydrants, each with a capacity of 600 G.P.M. The 16" line will terminate at the Wein hanger.

The pumping, metering and filtering capacity of the facilities at each bulk plant is based upon a maximum of four hydrants in operation at any one time; in other words a capacity of 2,400 G.P.M. System pressure at the 4" hydrant outlet will be 60 P.S.I.

It is planned that the aircraft will be fueled from the hydrant outlet through a mobil filtering - metering unit.

The hydrants will contain an electrical control to enable selection of Tesoro, Standard or "OFF". Emergency manual shut-off valves at each hydrant and at each bulk plant and at two other locations on the main are provided. Check valves at each bulk plant will prevent back-pressure in that plants piping when the other bulk plant is pumping.

Continued . . .

Attached are:

1. A copy of our takeoff and pricing sheet.
2. A copy of unit prices.

We have previously transmitted to you a copy of our calculations for main line sizing and pump selection.

Please contact the undersigned if additional information is required.

Very truly yours,

TANANA MECHANICAL, INC.



EUGENE R. RUTLAND
Engineer

ERR:smb

Attach.

25 Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE Fairbanks Custom and Service Facility Area		OPERATING BUDGET DRI(S)		NAMES		NUMBERS	
PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY: Sept. 1980	TOTAL PROJECT COST 2,326,000.00				
LOCATION(S) Fairbanks International		AREA SERVED Fairbanks	ELECTION DISTRICT 20-0		PROJECT TYPE		
SOURCE OF COST ESTIMATE DOT/PF Aviation Design Division		DATE OF ESTIMATE 9-78		BUILDING CONSTRUCTION <input checked="" type="checkbox"/>		EQUIPMENT <input type="checkbox"/>	
				OTHER IMPROVEMENT <input type="checkbox"/>		LAND <input type="checkbox"/>	
DESCRIPTION							
<p>This project will provide expanded facilities for customs services and for related passenger service facilities in the Fairbanks International Airport Terminal Building.</p>							

PROJECT TYPE	
BUILDING CONSTRUCTION <input checked="" type="checkbox"/>	EQUIPMENT <input type="checkbox"/>
OTHER IMPROVEMENT <input type="checkbox"/>	LAND <input type="checkbox"/>

PROJECT CHARACTERISTICS (Check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input checked="" type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input checked="" type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	2,326,000	500,000	1,000,000	826,000	
PLANNING AND ENGINEERING	520,000	300,000			
LAND					
CONSTRUCTION	1,806,000				
EQUIPMENT					
ADMINISTRATION AND OTHER					

APPROPRIATION REQUEST	
Federal Receipts	
Required General Fund Matching	
Other General Fund	
G. O. Bonds	
ASHA Bonds	
Inter-Agency Transfers	
Other	
TARE	2,326,000
TOTAL	

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND	-0-	-0-	-0-	-0-
TOTAL ANNUAL OPERATIONAL COST		-0-	-0-	-0-	-0-
POSITIONS FULL-TIME EQUIVALENTS					

AGENCY Transportation PROGRAM Aviation PRIORITY NO. _____

25 CAPITAL BUDGET PROPOSED PROJECT

STATE OF ALASKA

THE LEGISLATURE

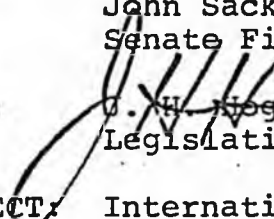
BUDGET AND AUDIT COMMITTEE

FINANCE DIVISION
POUCH WF-STATE CAPITOL
JUNEAU, ALASKA 99811
PHONE: (907) 465-3795

March 15, 1979

MEMORANDUM

TO: John Sackett, Chairman
Senate Finance Committee

FROM:  G. W. Negan, Director
Legislative Finance Division

SUBJECT: International Airport Revenue Fund

The second page of this memorandum sets out the current cash position of the Anchorage International Airport Revenue Fund as taken from the hand-written document provided by DOT which is also attached, and relates the current cash position to the Governor's proposed capital projects. In brief, if you appropriated all of the Governor's projects requested for FY 80, there would still be a surplus cash balance of \$3,677,000 available for appropriation.

Regarding the \$8.5 million in revenue bonds proposed in SB's 202 and 203, the hand-written memo states that the statutorily-required debt service coverage (combined airport net revenues over debt service) is currently 5.14 x annual debt service and the law requires that it be not less than 1.30. In other words, the \$8.5 million in additional bonds would not push the annual debt service ratio anywhere near the legal limit of 1.30. (Currently \$20.4 million in outstanding International Airport Revenue bonds with annual debt service at \$1.9 million)

JHH:pw

Attachments

INTERNATIONAL AIRPORT REVENUE FUND (IARF) STATEMENT

Cash Position

Cash as of 3/2/79 \$ 1,765,000
 Investments 24,500,000
 Total \$26,265,000

FY 79 Appropriations

FY 79 Capital Appropriations:
 Anchorage Terminal \$13,000,000
 Other Anchorage Projects 830,000
 Fairbanks Projects 480,000
 \$14,310,000

Present IARF Cash Position \$26,265,000
 Minus FY 1979 Appropriations - 14,310,000
 11,955,000
 Plus Net Income for 4 months
 (through 6/30/79) 2,000,000
 IARF Balance Available for
 Appropriation in FY 80 \$13,955,000

GOVERNOR'S FY 80 PROJECTS
 (IARF Funding Only)

Anchorage International Terminal \$10,100,000
 Anchorage Security Plan Development 65,000
 Fairbanks Taxiway Extension 38,000
 Anchorage Equipment 15,000
 Fairbanks Runway IL Safety Area 25,000
 Anchorage Skid Resistant Seal 35,000
 TOTAL \$10,278,000

IARF Balance Available for
 Appropriation in FY 80 \$13,955,000
 Less Governor's FY 80
 Projects - 10,278,000
 FY 80 BALANCE. \$ 3,677,000

<u>Agency</u>	<u>Capital Project</u>	<u>Location</u>	<u>General Funds</u>	<u>Other</u>	<u>Source</u>
DEVELOPMENT CATEGORY					
Revenue	AK Municipal Bond Bank Reserve	Statewide	2,500.0		
Subtotal - Department of Revenue			2,500.0		
Commerce	AK Housing Finance Corporation	Statewide	2,500.0		
	Matching EDA 304 Funding	Statewide	123.5		
	AK Power Authority Grants & Loans	Statewide	3,000.0		
Subtotal - Department of Commerce			5,623.5		
DOTPF	Nome Harbor Facilities	Nome	500.0		
	Hole-In-Wall Breakwater	Ketchikan	170.0		
	Ketchikan Harbor Facilities	Ketchikan	45.0		
	Wrangell Harbor Facilities	Wrangell	400.0		
	Petersburg Harbor Facilities	Petersburg	65.0		
	Seward Harbor Facilities	Seward	400.0		
	Elfin Cover Harbor Facilities	Elfin Cover	130.0		
	Old Harbor Float Facilities	Old Harbor	250.0		
	Hyder Launching Ramp	Hyder	60.0		
	Project Contingencies & Emergency Repairs	Statewide	80.0		
	Administration/Engineering	Statewide	300.0		
Subtotal - DOTPF			2,400.0		
TOTAL DEVELOPMENT CATEGORY			\$ 10,523.5		

TRANSPORTATION					
DOTPF	Dredging, Haines Terminal	Haines	50.0		
	Power Pack Repairs	Southeast	45.0		
	Navigational Lights Conversion	Southeast	80.0		
	Piping Replacement	Southeast, Southwest	100.0		
	Vessel Spare Parts	Southeast, Southwest	100.0		
	Anchorage International Terminal	Anchorage		10,100.0	IARF
	Anchorage Security Plan Development	Anchorage		585.0	FED
				65.0	IARF
	Fairbanks Taxiway Extension	Fairbanks		347.0	FED
				38.0	IARF
	Anchorage Equipment	Anchorage		200.0	FED
				15.0	IARF
	Fairbanks Runway 1L Safety Area	Fairbanks		210.0	FED
				25.0	IARF
	Anchorage Skid Resistant Seal	Anchorage		315.0	FED
				35.0	IARF
Subtotal - DOTPF			375.0	11,935.0	<i>\$10,278.0 IARF</i>
Public Safety	Major Repairs to Weigh Stations	Statewide	25.0		
TOTAL TRANSPORTATION CATEGORY			400.0	1,657.0	FED
				10,278.0	IARF

For: Mr. Richard Holden per telex of March 5, 1979

To: Mr. Warren Sparks

1 of 4

March 5, 1979

From: Heinz W. Noonan

This is an Enterprise Fund

International Airport Revenue Fund was created by State of Alaska, 1961, Chapter 88 (pp. 99-103). Also Alaska Statutes Supplement 37.15.390 (pp. 58-65)

Net Income Comparison: $(\text{Total Revenue} - \text{Total Expenses} = \text{Net Income})$

<u>F.Y. 1978</u>	<u>F.Y. 1977</u>	<u>Audited Fiscal</u>
\$5,260,123	\$4,269,630	

A.s. of March 2, 1979 2:30 p.m. Anchorage Time

TARF Account 600

Cash: \$1,765,000

Investments: \$24,500,000

Total \$26,265,000

We still have full months of March, April, May, and June to complete Fiscal Year. (Fiscal Year ends June 30, 1979)
⇒ Projected estimated Net Revenues \$1,500,000 to \$2,200,000

Present Commitments F.Y. 1979 CIP Fully Appropriated

Anchorage: \$13,000,000 Terminal Project

\$8,300,000 Other Projects

\$13,830,000

480,000 Projects

} From C.C. Huener office

Present IARF Funding Level: \$26,265,000

Minus F.Y. 1979 Appropriations: 14,310,000

\$11,955,000

plus Net Income for 4 mo. 2,000,000

Available for F.Y. 1980 \$13,955,000

Projects for
Int'l Airports

As of F.Y. 1978 Revenue Bonds Payable \$20,360,000

F.Y. 1978 Bond Coverage based on "Actual Net Revenues"
not Net Income:

Income per books (Net Income): \$5,260,123

Add back:

Depreciation \$3,465,875

Interest on Bonds \$1,348,004

"Actual Net Revenues" \$10,074,002

This formulation is not Cash on hand but used in
determination of Bond Coverage. The IARF
has to maintain a minimum of 1.3 Bond Coverage

(C\$1,970,945...)

That's 1.3 time Debt Service during Current Year

So in computing Bond Coverage take "Actual Net Revenues" divided by say Maximum Annual Debt Service

$$\$10,074,002 \div \$1,960,435 = 5.14$$

Remind you we only have to meet Bond Coverage of 1.30 not 5.14.

Additional Revenue Bonds can be sold without heavy burden meaning increase in rates but assuming present economic, financial, aeronautical conditions \approx \$20,000,000 if needed. The only item that has major impact is that Bond Reserve Requirements have to be doubled from \$1,960,435 at present which is invested (not included as dollars available) to \approx \$3,920,000, which means another \$1,960,000 would have to come out of the present \$13,955,000. The Bond Repair & Replacement Fund is adequate = \$500,000 Invested. Also additional costs would have to be absorbed: Bond Counsel, Financial Advisor, Bond Sale, Bond Prospect.

Problems with Bonding:

- (1) We have 8% max interest rate
- (2) Problem of De-regulation in Airline Industry brings uncertainty to Investors - we have a single "A" rating from Moody's & Standards and Poors which

FAIRBANKS AIRPORT---ITEMIZED EXPENDITURES

Below please find outlined the projects and their costs for the proposed acquisition, construction and equipping of airport facilities at the Fairbanks International Airport.

Additionally, attached please find the necessary backup information that has been supplied by the Department of Transportation and others.

Fairbanks Runway Oil Safety Area.....	\$ 237,360.00
(This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01L.)	
Fairbanks Taxiway Extension.....	384,580.00
(Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under.)	
Fairbanks General Aviation Apron Expansion.....	334,125.00
(This project consists of extending the existing general aviation parking apron northeastward for approximately 300'.)	
Fairbanks Bondable Storage Building.....	2,040,000.00
(This project would allow a warehousing complex of 24,000 square feet.)	
Fairbanks Hydrant Fueling System.....	1,229,000.00
(This project would allow for a central underground fueling facility, from hydrant outlets, through a mobil filtering - metering unit.)	
Fairbanks West Ramp.....	1,500,000.00
(This project would make more ramp space south of the main terminal.)	
Fairbanks Land Acquisition.....	2,600,000.00
(This project would purchase land on northwest corner of airport to allow room for construction and to provide a buffer zone.)	
Fairbanks Equipment.....	\$
(This project would allow the purchase of 1 - Hough Aircraft Tow Tractor with Crab Drive, 1 - set of Pneumatic Air Lifting Bags, 1 - replacement of Fire Rescue vehicle.)	

Break down of the above is as follows:

1 - Hough Aircraft Tow Tractor with Crab Drive	\$150,000
1 - set of Pneumatic Air Lifting Bags	50,000

Total 8,525,065. —



North Pole Refining

P.O. Box 5028, North Pole, Alaska 99705

DIVISION OF EARTH RESOURCES COMPANY OF ALASKA

907/488-2741
907/488-2742

March 7, 1979

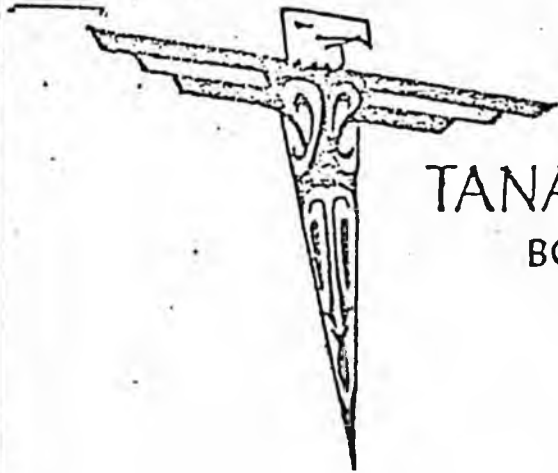
Senator Bettye Fahrenkamp
Pouch V
Juneau, Alaska

Dear Bettye:

Enclosed are the items as discussed at the Legislative/Aviation Committee Meeting of the Greater Fairbanks Chamber of Commerce on March 6, 1979.

1. Hydrant fueling system cost as of April 13, 1978, and project description.
2. Additional weather bureau data for informational purposes.
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Building	\$1,440,000
Equipment	215,000
Foundation Fill Material	<u>385,000</u>
	\$2,040,000



TANANA MECHANICAL, INC.

BOX 1189, FAIRBANKS, ALASKA 99707

PHONE (907) 452-1792

April 13, 1978

Palczer & Associates
Star Route Box 10671
Fairbanks, AK 99701

Attn: Terry Palczer

SUBJECT: Central fueling facilities
at Fairbanks International
Airport

Gentlemen:

Confirming our conversation of this date re: subject project, we offer the following:

We estimate the total contract price to furnish and install this fueling facility will be One Million Two Hundred Twenty Nine Thousand Dollars (\$1,229,000.00).

The salient points of this system are a 16" buried steel line from Tesoro bulk plant at the airport past Standard Oil Co. plant. Central pumping, metering and filtering facilities will be provided at both bulk plants.

At the airport terminal facility there will be provided fourteen 4" underground fueling hydrants, each with a capacity of 600 G.P.M. The 16" line will terminate at the Wein hanger.

The pumping, metering and filtering capacity of the facilities at each bulk plant is based upon a maximum of four hydrants in operation at any one time; in other words a capacity of 2,400 G.P.M. System pressure at the 4" hydrant outlet will be 60 P.S.I.

It is planned that the aircraft will be fueled from the hydrant outlet through a mobil filtering - metering unit.

The hydrants will contain an electrical control to enable selection of Tesoro, Standard or "OFF". Emergency manual shut-off valves at each hydrant and at each bulk plant and at two other locations on the main are provided. Check valves at each bulk plant will prevent back-pressure in that plants piping when the other bulk plant is pumping.

Continued

Attached are:

1. A copy of our takeoff and pricing sheet.
2. A copy of unit prices.

We have previously transmitted to you a copy of our calculations for main line sizing and pump selection.

Please contact the undersigned if additional information is required.

Very truly yours,

TANANA MECHANICAL, INC.



EUGENE R. RUTLAND
Engineer

ERR:smb

Attach.

26 Capital Budget Project Justification

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.)
- II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.)
- III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
- IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I. This project is requested for safety reasons. This project would level out the deep slough approximately 1000' beyond Runway 1L. With this improvement, a pilot landing short or in an aborted takeoff situation would be able to execute a landing in this area.

II. Following construction, this would remain an unmaintained area. Therefore, no annual maintenance cost is anticipated.

III. Costs are estimated as follows:

Common fill material	\$184,000
Contingencies, engineering & administration (29%)	53,360
TOTAL	\$237,360

IV. The do-nothing alternative is the only reasonable alternative. If this alternative is chosen, an aborted flight in this area would result in a catastrophe. Approach lights in the same area could have the same result, but if the pilot could stay out of the approach light path, the inclusion of this project could save an otherwise fatal situation.

PROJECT PURPOSE
(check all that apply)

Improvement of Services	<input type="checkbox"/>
Accommodation of Increased Demand	<input type="checkbox"/>
New Program or Service Accommodation	<input type="checkbox"/>
Project Mandated by Law or Regulation (cite)	<input type="checkbox"/>
Other	<input type="checkbox"/>

PROJECT BENEFITS
(check any that apply)

Prevent loss of life or property	<input checked="" type="checkbox"/>
Reduction of accidents or illness	<input type="checkbox"/>
Protect investment in existing facilities	<input type="checkbox"/>
Improve production possibilities of Alaskan industries and/or earning capacity of citizens	<input type="checkbox"/>
Create potential for time or cost savings	<input type="checkbox"/>
Protect natural environment	<input type="checkbox"/>
Establish recreation potential	<input type="checkbox"/>
Other	<input type="checkbox"/>

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS RUNWAY 01L
SAFETY AREA

26 CAPITAL BUDGET
PROJECT JUSTIFICATION

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheets.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.)
- II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.)
- III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
- IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I. During the past two years, requests for leases in the general aviation area have exceeded those improved lease lots which have developed. These include leases to private individuals to develop hangars to house individual aircraft. This type of investment has become necessary for owners of more sophisticated and expensive aircraft for protection against the elements. The creation of new lease areas does require extension of a taxiway to provide access to the operations area.

II. Creation of a new taxiway will increase the maintenance requirement of the area. The State will provide winter snow removal and summer maintenance, estimated to require 200 men and equipment hours annually. A man and equipment hour is defined at \$50/hour for an annual maintenance cost of \$10,000. The addition of the taxiway will result in an additional 400,000 s.f. of rentable land to be developed, resulting in a potential revenue of \$24,000/annum.

III. Capital costs are estimated as follows:

Excavation & Embankment	\$213,000
Crushed Aggregate Base	40,000
Bituminous Surface Treatment	34,000
Sub-Total	\$287,000
Administration, Engineering & Contingencies (34%)	149,940
TOTAL	\$384,580

(cont'd)

PROJECT PURPOSE
(check all that apply)

Improvement of Services	<input checked="" type="checkbox"/>
Accommodation of Increased Demand	<input checked="" type="checkbox"/>
New Program or Service	<input type="checkbox"/>
Accommodation	<input type="checkbox"/>
Project Mandated by Law or Regulation (cite)	<input type="checkbox"/>
Other	<input type="checkbox"/>

PROJECT BENEFITS
(check any that apply)

Prevent loss of life or property	<input type="checkbox"/>
Reduction of accidents or illness	<input type="checkbox"/>
Protect investment in existing facilities	<input type="checkbox"/>
Improve production possibilities of Alaskan industries and/or earning capacity of citizens	<input checked="" type="checkbox"/>
Create potential for time or cost savings	<input type="checkbox"/>
Protect natural environment	<input type="checkbox"/>
Establish recreation potential	<input type="checkbox"/>
Other	<input type="checkbox"/>

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS TAXIWAY
EXTENSION

26 CAPITAL BUDGET
PROJECT JUSTIFICATION



- IV. 1. Do nothing. While this is a viable alternative, it does not satisfy the need for expansion by an expanding market in Fairbanks. Past experience has shown that when the services cannot be provided, operators tend to find a way to locate in areas which become inconsistent with long-range requirements.
2. Place the burden of development on operators. The State leases land with provisions of providing access to the land. This service is built into the lease rate.

DRU FAIRBANKS TAXIWAY EXTENSION

AGENCY

TRANSPORTATION

REVISED

EXPLANATION

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.)
 II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.)
 III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
 IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

- I. The demand for private aviation has increased steadily during the recent past and has resulted in a need for accommodating additional aircraft which cannot be achieved.
- II. Some additional annual cost will result, although it is difficult to calculate analytically. The parking aprons receive full maintenance both winter and summer. This project increases the present apron size by about 10%. For administrative purposes, it is assumed that an additional maintenance cost of \$10,000/annum will result.

III. Project costs are as follows:

Excavation & Embankment	\$150,000
Base Course	22,500
Bituminous Surface Treatment	21,000
Electrical Head Bolt Connection	54,000
Sub-Total	\$247,500
Engineering, Administration & Contingencies	96,625
TOTAL	\$334,125

- IV. 1. Do nothing. This alternative will induce increased pressure on the airport for additional tie-down space which, historically, has been provided on a fee basis. This alternative is not considered consistent with State statutes.

(cont'd)

PROJECT PURPOSE
(check all that apply)

Improvement of Services

Accommodation of Increased Demand

New Program or Service Accommodation

Project Mandated by Law or Regulation (cite)

Other

PROJECT BENEFITS
(check any that apply)

Prevent loss of life or property

Reduction of accidents or illness

Protect investment in existing facilities

Improve production possibilities of Alaskan industries and/or earning capacity of citizens

Create potential for time or cost savings

Protect natural environment

Establish recreation potential

Other

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS GENERAL AVIATION
APRON EXPANSION

26 CAPITAL BUDGET
 PROJECT JUSTIFICATION

2. Delay until a larger project is necessary. Although this alternative may provide some economics in lower construction costs, it also places increased burdens on airport management to accommodate present demand. This often results in increased management costs and would probably result in temporary locations being developed and relocated at a later date.

DRU FAIRBANKS GENERAL AVIATION APRON EXPANSION AGENCY TRANSPORTATION REVISED _____

EXPLANATION

25 Capital Budget Proposed Project

Form 36 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS TAXIWAY EXTENSION	OPERATING BUDGET BRU(S)	NAMES	NUMBERS
---	-------------------------	-------	---------

PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY Sept. 1980	TOTAL PROJECT COST 385.0
----------	---	--	------------------------------------

LOCATION(S) Fairbanks International Airport	AREA SERVED Fairbanks	ELECTION DISTRICT 20-0
---	---------------------------------	----------------------------------

SOURCE OF COST ESTIMATE DOT/FAA Aviation Design Division.	DATE OF ESTIMATE 9-78
---	---------------------------------

DESCRIPTION

Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under. This taxiway starts on the southeast edge of the general aviation apron and continues northeast approximately 2000'.

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND

PROJECT CHARACTERISTICS (Check one)

Totally new facility

Addition to existing facility

Renovation of existing facility

Major maintenance or repair

Supplement previously authorized funds to enable completion

Other

LOCATION FEATURES (check where appropriate)

Site currently owned

Site to be acquired

Utilities already available

Access already available

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	385.0	200.0	185.0		
PLANNING AND ENGINEERING	19.0	10.0	9.0		
LAND					
CONSTRUCTION	351.0	180.0	171.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	15.0	10.0	5.0		

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND				
	IARF	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST		10.0		10.0	10.0
POSITIONS (FULL-TIME EQUIVALENTS)					

APPROPRIATION REQUEST

Federal Receipts	347.0
Residual General Fund Matching	
Other General Fund	
G. O. Bonds	
ASMA Bonds	
Inter-Agency Transfer	
Other	
IARF	38.0
TOTAL	385.0

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS TAXIWAY EXTENSION

25 CAPITAL BUDGET PROPOSED PROJECT

Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS GENERAL AVIATION APRON EXPANSION		OPERATING (BUDGET BRANCH)	NAMES	NUMBERS
PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY Sept. 1980	TOTAL PROJECT COST 335.0	
LOCATION(S) FAIRBANKS INTERNATIONAL		AREA SERVED FAIRBANKS	ELECTION DISTRICT 20-0	
SOURCE OF COST ESTIMATE DOT/DF Aviation Design Division		DATE OF ESTIMATE 9-78		
DESCRIPTION <p>This project consists of extending the existing general aviation parking apron northeastward for approximately 300'. If feasible, this project also anticipates adding electrical receptacles for engine heat-ups.</p>				

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND

PROJECT CHARACTERISTICS (Check one)

Totally new facility

Addition to existing facility

Renovation of existing facility

Major maintenance or repair

Supplement previously authorized funds to enable completion

Other

LOCATION FEATURES (check where appropriate)

Site currently owned

Site to be acquired

Utilities already available

Access already available

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	335.0	200.0	135.0		
PLANNING AND ENGINEERING	37.0	25.0	12.0		
CONSTRUCTION	286.0	169.0	117.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	12.0	6.0	6.0		

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST		10.0	-0-	10.0	10.0
POSITIONS FULL-TIME EQUIVALENTS					

APPROPRIATION REQUEST

Federal Receipts	900.0
Required General Fund Matching	
Other General Fund	
G. O. Bonds	
ASMA Bonds	
Inter-Agency Transfers	
Grant	
	IARF 35.
TOTAL	335.

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS GENERAL AVIATION APRON EXPANSION

25 CAPITAL BUDGET PROPOSED PROJECT

20 Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS RUNWAY 1L SAFETY AREA		OPERATING BUDGET BRU(S)	NAMES	NUMBERS
PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY Sept. 1979	TOTAL PROJECT COST 235.0	
LOCATION(S) FAIRBANKS INTERNATIONAL	AREA SERVED FAIRBANKS	ELECTION DISTRICT 20-0		
SOURCE OF COST ESTIMATE DOT/PP Aviation Design Division		DATE OF ESTIMATE 9-78		
DESCRIPTION This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01L.				

PROJECT TYPE		
BUILDING CONSTRUCTION	<input type="checkbox"/>	EQUIPMENT
OTHER IMPROVEMENT	<input checked="" type="checkbox"/>	LAND

PROJECT CHARACTERISTICS (check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input checked="" type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input checked="" type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	235.0	235.0			
PLANNING AND ENGINEERING	18.0	18.0			
LAND					
CONSTRUCTION					
EQUIPMENT	209.0	209.0			
ADMINISTRATION AND OTHER	8.0	8.0			

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND	-0-	-0-	-0-	-0-
TOTAL ANNUAL OPERATIONAL COST		-0-	-0-	-0-	-0-
POSITIONS	FULL-TIME EQUIVALENTS				

APPROPRIATION REQUEST	
Federal Receipts	210.0
Unaired General Fund Matching	
Other General Fund	
C. O. Bonds	
ASMA Bonds	
Inter-Agency Transfer	
Other	
IARF	25.0
TOTAL	235.0

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS RUNWAY 01L SAFETY

25 CAPITAL BUDGET PROPOSED PROJECT

Funding Information
General Fund -0-
Other Funds \$8,500,000
\$8,500,000

Introduced: 2/13/79
Referred: Commerce and
Finance

BY FAHRENKAMP, BENNETT, FERGUSON
AND HACKNEY

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IN THE SENATE

SENATE BILL NO. 202

IN THE LEGISLATURE OF THE STATE OF ALASKA

ELEVENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation from the International Airports Construction Fund to the Fairbanks International Airport; and providing for an effective date."

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

* Section 1. For the purpose of carrying out the provisions of AS 37.15.410 - 37.15.550, there is appropriated from the International Airports Construction Fund the sum of \$8,500,000 for the acquisition, construction, and equipping of airport facilities as authorized in AS 37.15.510 at Fairbanks International Airport.

* Sec. 2. This Act takes effect on the effective date of a version of an Act entitled "An Act authorizing the issuance and sale of an additional \$8,500,000 in revenue bonds for international airports."



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

3/23/90
Date

STATE OF ALASKA

THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

FINANCE DIVISION
POUCH WF-STATE CAPITOL
JUNEAU, ALASKA 99811
PHONE: (907) 465-3795

March 15, 1979

MEMORANDUM

TO: John Sackett, Chairman
Senate Finance Committee

FROM: *J.H.H.*
G. H. Hogan, Director
Legislative Finance Division

SUBJECT: International Airport Revenue Fund

The second page of this memorandum sets out the current cash position of the Anchorage International Airport Revenue Fund as taken from the hand-written document provided by DOT which is also attached, and relates the current cash position to the Governor's proposed capital projects. In brief, if you appropriated all of the Governor's projects requested for FY 80, there would still be a surplus cash balance of \$3,677,000 available for appropriation.

Regarding the \$8.5 million in revenue bonds proposed in SB's 202 and 203, the hand-written memo states that the statutorily-required debt service coverage (combined airport net revenues over debt service) is currently 5.14 x annual debt service and the law requires that it be not less than 1.30. In other words, the \$8.5 million in additional bonds would not push the annual debt service ratio anywhere near the legal limit of 1.30. (Currently \$20.4 million in outstanding International Airport Revenue bonds with annual debt service at \$1.9 million)

JHH:pw

Attachments

INTERNATIONAL AIRPORT REVENUE FUND (IARF) STATEMENT

<u>Cash Position</u>		<u>FY 79 Appropriations</u>	
Cash as of 3/2/79	\$ 1,765,000	FY 79 Capital Appropriations:	
Investments	<u>24,500,000</u>	Anchorage Terminal	\$13,000,000
		Other Anchorage Projects	830,000
		Fairbanks Projects	<u>480,000</u>
Total	\$26,265,000		\$14,310,000

Present IARF Cash Position	\$26,265,000
Minus FY 1979 Appropriations	- 14,310,000
	<u>11,955,000</u>
Plus Net Income for 4 months (through 6/30/79)	<u>2,000,000</u>
IARF Balance Available for Appropriation in FY 80	<u>\$13,955,000</u>

GOVERNOR'S FY 80 PROJECTS
(IARF Funding Only)

Anchorage International Terminal	\$10,100,000
Anchorage Security Plan Development	65,000
Fairbanks Taxiway Extension	38,000
Anchorage Equipment	15,000
Fairbanks Runway IL Safety Area	25,000
Anchorage Skid Resistant Seal	35,000
TOTAL	<u>\$10,278,000</u>

IARF Balance Available for Appropriation in FY 80	\$13,955,000
Less Governor's FY 80 Projects	- <u>10,278,000</u>
FY 80 BALANCE.	\$ 3,677,000

<u>Agency</u>	<u>Capital Project</u>	<u>Location</u>	<u>General Funds</u>	<u>Other</u>	<u>Source</u>
DEVELOPMENT CATEGORY					
Revenue	AK Municipal Bond Bank Reserve	Statewide	2,500.0		
Subtotal - Department of Revenue			2,500.0		
Commerce	AK Housing Finance Corporation	Statewide	2,500.0		
	Matching EDA 304 Funding	Statewide	123.5		
	AK Power Authority Grants & Loans	Statewide	3,000.0		
Subtotal - Department of Commerce			5,623.5		
DOTPF	Nome Harbor Facilities	Nome	500.0		
	Hole-In-Wall Breakwater	Ketchikan	170.0		
	Ketchikan Harbor Facilities	Ketchikan	45.0		
	Wrangell Harbor Facilities	Wrangell	400.0		
	Petersburg Harbor Facilities	Petersburg	65.0		
	Seward Harbor Facilities	Seward	400.0		
	Elfin Cover Harbor Facilities	Elfin Cover	130.0		
	Old Harbor Float Facilities	Old Harbor	250.0		
	Hyder Launching Ramp	Hyder	60.0		
	Project Contingencies & Emergency Repairs	Statewide	80.0		
	Administration/Engineering	Statewide	300.0		
Subtotal - DOTPF			2,400.0		
TOTAL DEVELOPMENT CATEGORY			\$ 10,523.5		

TRANSPORTATION					
DOTPF	Dredging, Haines Terminal	Haines	50.0		
	Power Pack Repairs	Southeast	45.0		
	Navigational Lights Conversion	Southeast	80.0		
	Piping Replacement	Southeast, Southwest	100.0		
	Vessel Spare Parts	Southeast, Southwest	100.0		
	Anchorage International Terminal	Anchorage		10,100.0	IARF
	Anchorage Security Plan Development	Anchorage		585.0	FED
				65.0	IARF
	Fairbanks Taxiway Extension	Fairbanks		347.0	FED
				38.0	IARF
	Anchorage Equipment	Anchorage		200.0	FED
				15.0	IARF
	Fairbanks Runway 1L Safety Area	Fairbanks		210.0	FED
				25.0	IARF
	Anchorage Skid Resistant Seal	Anchorage		315.0	FED
				35.0	IARF
Subtotal - DOTPF			375.0	11,935.0	<i>\$10,278.0 IARF</i>
Public Safety	Major Repairs to Weigh Stations	Statewide	25.0		
TOTAL TRANSPORTATION CATEGORY			400.0	1,657.0	FED
				10,278.0	IARF

For: Mr. Richard Holden per telex of March 5, 1979

To: Mr. Warren Sparks

1 of 4

March 5, 1979

From: Heinz W. Noonan

This is an Enterprise Fund

International Airport Revenue Fund was created by State of Alaska, 1961, Chapter 88 (pp. 99-103). Also Alaska Statutes Supplement 37.15.390 (pp. 58-65)

Net Income Comparison: $(\text{Total Revenues} - \text{Total Expenses} = \text{Net Income})$

<u>F.Y. 1978</u>	<u>F.Y. 1977</u>	Audited Fiscal
\$5,260,123	\$4,269,630	

As of March 2, 1979 2:30 p.m. Anchorage Time

TARF Account 600

Cash: \$1,765,000

Investments: \$24,500,000

Total \$26,265,000

We still have full months of March, April, May, and June to complete Fiscal Year. (Fiscal Year ends June 30, 1979)
⇒ Projected estimated Net Revenues \$1,500,000 to \$2,200,000

Present Commitments F.Y. 1979 CIP Fully Appropriated

Anchorage: \$13,000,000 Terminal Project

8,300,000 Other Projects

\$13,830,000

480,000 Projects

} From C.C. Huener office

Fairbanks

Present IARF Funding Level: \$26,265,000
 Minus F.Y. 1979 Appropriations: 14,310,000
 plus Net Income for Amos. 2,000,000
 Available for F.Y. 1980 \$13,955,000
 Projects for
 DTI Reports

As of F.Y. 1978 Revenue Bonds Payable \$20,360,000

F.Y. 1978 Bond Coverage based on "Actual Net Revenues" not Net Income:

Income per books (Net Income): \$5,260,123

Backlog: \$3,465,875

"Actual Net Revenues" \$10,074,002

This formulation is not Cash on hand but used in determination of Bond Coverage. The IARF has to maintain a minimum of 1.3 Bond Coverage

This is 1.3 time Debt Service during Current Year (1979, 945)

So in computing Bond Coverage take "Actual Net Revenues" divided by say Maximum Annual Debt Service

$$\$10,074,002 \div \$1,960,435 = 5.14$$

Remind you we only have to meet Bond Coverage of 1.30 not 5.14.

Additional Revenue Bonds can be sold without heavy burden meaning increase in rates but assuming present economic, financial, aeronautical conditions ~~are~~ \$29,000,000 if needed. The only item that has major impact is that Bond Reserve Requirements have to be doubled from \$1,960,435 at present which is invested (not included as dollars available) to \approx \$3,920,000 which means another \$1,960,000 would have to come out of the present \$13,955,000. The Bond Repair & Replacement Fund is adequate = \$500,000 Invested. Also additional costs would have to be absorbed: Bond Counsel, Financial Advisor, Bond Sale, Bond Prospects, Problems with Bonding.

(1) We have 8% max. interest rate

(2) Problem of Deregulation in Airline Industry brings uncertainty to Investors - we have a single "A" rating from Moody's & Standards and Poor's which are Investment rating services

FAIRBANKS AIRPORT---ITEMIZED EXPENDITURES

Below please find outlined the projects and their costs for the proposed acquisition, construction and equipping of airport facilities at the Fairbanks International Airport.

Additionally, attached please find the necessary backup information that has been supplied by the Department of Transportation and others.

Fairbanks Runway Oil Safety Area.....	\$ 237,360.00
(This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01L.)	
Fairbanks Taxiway Extension.....	384,580.00
(Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under.)	
Fairbanks General Aviation Apron Expansion.....	334,125.00
(This project consists of extending the existing general aviation parking apron northeastward for approximately 300'.)	
Fairbanks Bondable Storage Building.....	2,040,000.00
(This project would allow a warehousing complex of 24,000 square feet.)	
Fairbanks Hydrant Fueling System.....	1,229,000.00
(This project would allow for a central underground fueling facility, from hydrant outlets, through a mobil filtering - metering unit.)	
Fairbanks West Ramp.....	1,500,000.00
(This project would make more ramp space south of the main terminal.)	
Fairbanks Land Acquisition.....	2,600,000.00
(This project would purchase land on northwest corner of airport to allow room for construction and to provide a buffer zone.)	
Fairbanks Equipment.....	\$
(This project would allow the purchase of 1 - Hough Aircraft Tow Tractor with Crab Drive, 1 - set of Pneumatic Air Lifting Bags, 1 - replacement of Fire Rescue Vehicle.)	

Break down of the above is as follows:

1 - Hough Aircraft Tow Tractor with Crab Drive	\$150,000
1 - set of Pneumatic Air Lifting Bags	50,000

Total 8,525,065. —



North Pole Refining P.O. Box 5028, North Pole, Alaska 99705

DIVISION OF EARTH RESOURCES COMPANY OF ALASKA

907/488-2741
907/488-2742

March 7, 1979

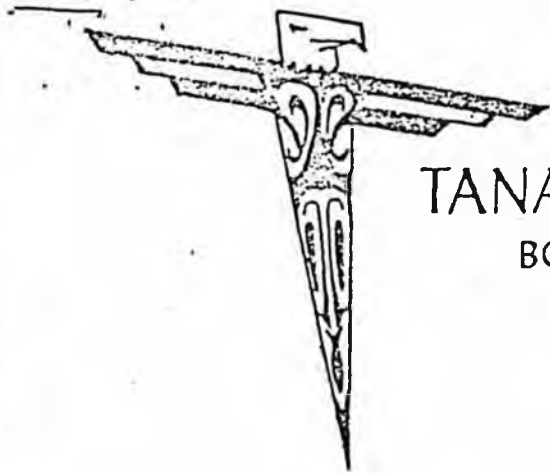
Senator Bettye Fahrenkamp
Pouch V
Juneau, Alaska

Dear Bettye:

Enclosed are the items as discussed at the Legislative/Aviation Committee Meeting of the Greater Fairbanks Chamber of Commerce on March 6, 1979.

1. Hydrant fueling system cost as of April 13, 1978, and project description.
2. Additional weather bureau data for informational purposes.
3. According to best estimates verified this date, the warehousing complex would be 24,000 square feet at a cost of \$60 per square foot plus site improvements and equipment:

Building	\$1,440,000
Equipment	215,000
Foundation Fill Material	<u>385,000</u>
	\$2,040,000



TANANA MECHANICAL, INC.

BOX 1189, FAIRBANKS, ALASKA 99707

PHONE (907) 452-1792

April 13, 1978

Palczer & Associates
Star Route Box 10671
Fairbanks, AK 99701

Attn: Terry Palczer

SUBJECT: Central fueling facilities
at Fairbanks International
Airport

Gentlemen:

Confirming our conversation of this date re: subject project, we offer the following:

We estimate the total contract price to furnish and install this fueling facility will be One Million Two Hundred Twenty Nine Thousand Dollars (\$1,229,000.00).

The salient points of this system are a 16" buried steel line from Tesoro bulk plant at the airport past Standard Oil Co. plant. Central pumping, metering and filtering facilities will be provided at both bulk plants.

At the airport terminal facility there will be provided fourteen 4" underground fueling hydrants, each with a capacity of 600 G.P.M. The 16" line will terminate at the Wein hanger.

The pumping, metering and filtering capacity of the facilities at each bulk plant is based upon a maximum of four hydrants in operation at any one time; in other words a capacity of 2,400 G.P.M. System pressure at the 4" hydrant outlet will be 60 P.S.I.

It is planned that the aircraft will be fueled from the hydrant outlet through a mobil filtering - metering unit.

The hydrants will contain an electrical control to enable selection of Tesoro, Standard or "OFF". Emergency manual shut-off valves at each hydrant and at each bulk plant and at two other locations on the main are provided. Check valves at each bulk plant will prevent back-pressure in that plants piping when the other bulk plant is pumping.

Continued . . .

Attached are:

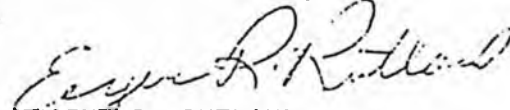
1. A copy of our takeoff and pricing sheet.
2. A copy of unit prices.

We have previously transmitted to you a copy of our calculations for main line sizing and pump selection.

Please contact the undersigned if additional information is required.

Very truly yours,

TANANA MECHANICAL, INC.



EUGENE R. RUTLAND
Engineer

ERR:smb

Attach.

26 Capital Budget Project Justification

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.) III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
- II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.) IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I. This project is requested for safety reasons. This project would level out the deep slough approximately 1000' beyond Runway 1L. With this improvement, a pilot landing short or in an aborted takeoff situation would be able to execute a landing in this area.

II. Following construction, this would remain an unmaintained area. Therefore, no annual maintenance cost is anticipated.

III. Costs are estimated as follows:

	Common fill material	\$184,000
	Contingencies, engineering & administration (29%)	53,360
	TOTAL	\$237,360

IV. The do-nothing alternative is the only reasonable alternative. If this alternative is chosen, an aborted flight in this area would result in a catastrophe. Approach lights in the same area could have the same result, but if the pilot could stay out of the approach light path, the inclusion of this project could save an otherwise fatal situation.

PROJECT PURPOSE
(check all that apply)

Improvement of Services

Accommodation of Increased Demand

New Program or Service Accommodation

Project Mandated by Law or Regulation (cite)

Other

PROJECT BENEFITS
(check any that apply)

Prevent loss of life or property

Reduction of accidents or illness

Protect investment in existing facilities

Improve production possibilities of Alaskan industries and/or earning capacity of citizens

Create potential for time or cost savings

Protect natural environment

Establish recreation potential

Other

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS RUNWAY OIL SAFETY AREA

26 CAPITAL BUDGET PROJECT JUSTIFICATION

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.)
- II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.)
- III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
- IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I. During the past two years, requests for leases in the general aviation area have exceeded those improved lease lots which have developed. These include leases to private individuals to develop hangars to house individual aircraft. This type of investment has become necessary for owners of more sophisticated and expensive aircraft for protection against the elements. The creation of new lease areas does require extension of a taxiway to provide access to the operations area.

II. Creation of a new taxiway will increase the maintenance requirement of the area. The State will provide winter snow removal and summer maintenance, estimated to require 200 men and equipment hours annually. A man and equipment hour is defined as \$50/hour for an annual maintenance cost of \$10,000. The addition of the taxiway will result in an additional 400,000 s.f. of rentable land to be developed, resulting in a potential revenue of \$24,000/annum.

III. Capital costs are estimated as follows:

Excavation & Embankment	\$213,000
Crushed Aggregate Base	40,000
Bituminous Surface Treatment	34,000
Sub-Total	\$287,000
Administration, Engineering & Contingencies (34%)	149,940
TOTAL	\$384,580

(cont'd)

PROJECT PURPOSE
(check all that apply)

Improvement of Services	<input type="checkbox"/>
Accommodation of Increased Demand	<input checked="" type="checkbox"/>
New Program or Service Accommodation	<input type="checkbox"/>
Project Mandated by Law or Regulation (cite)	<input type="checkbox"/>
Other	<input type="checkbox"/>

PROJECT BENEFITS
(check any that apply)

Prevent loss of life or property	<input type="checkbox"/>
Reduction of accidents or illness	<input type="checkbox"/>
Protect investment in existing facilities	<input type="checkbox"/>
Improve production possibilities of Alaskan industries and/or earning capacity of citizens	<input checked="" type="checkbox"/>
Create potential for time or cost savings	<input type="checkbox"/>
Protect natural environment	<input type="checkbox"/>
Establish recreation potential	<input type="checkbox"/>
Other	<input type="checkbox"/>

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS TAXIWAY
EXTENSION

26 CAPITAL BUDGET
PROJECT JUSTIFICATION



- IV. 1. Do nothing. While this is a viable alternative, it does not satisfy the need for expansion by an expanding market in Fairbanks. Past experience has shown that when the services cannot be provided, operators tend to find a way to locate in areas which become inconsistent with long-range requirements.
2. Place the burden of development on operators. The State leases land with provisions of providing access to the land. This service is built into the lease rate.

BRU FAIRBANKS TAXIWAY EXTENSION AGENCY TRANSPORTATION REVISED

EXPLANATION

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.)
- II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.)
- III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
- IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I. The demand for private aviation has increased steadily during the recent past and has resulted in a need for accommodating additional aircraft which cannot be achieved.

II. Some additional annual cost will result, although it is difficult to calculate analytically. The parking aprons receive full maintenance both winter and summer. This project increases the present apron size by about 10%. For administrative purposes, it is assumed that an additional maintenance cost of \$10,000/annum will result.

III. Project costs are as follows:

Excavation & Embankment	\$150,000
Base Course	22,500
Bituminous Surface Treatment	21,000
Electrical Head Bolt Connection	54,000
Sub-Total	\$247,500
Engineering, Administration & Contingencies	96,625
TOTAL	\$334,125

IV. 1. Do nothing. This alternative will induce increased pressure on the airport for additional tie-down space which, historically, has been provided on a fee basis. This alternative is not considered consistent with State statutes.

(cont'd)

PROJECT PURPOSE
(check all that apply)

Improvement of Services

Accommodation of Increased Demand

New Program or Service Accommodation

Project Mandated by Law or Regulation (cite)

Other

PROJECT BENEFITS
(check any that apply)

Prevent loss of life or property

Reduction of accidents or illness

Protect investment in existing facilities

Improve production possibilities of Alaskan industries and/or earning capacity of citizens

Create potential for time or cost savings

Protect natural environment

Establish recreation potential

Other

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS GENERAL AVIATION
APRON EXPANSION

26 CAPITAL BUDGET
PROJECT JUSTIFICATION

2. Delay until a larger project is necessary. Although this alternative may provide some economics in lower construction costs, it also places increased burdens on airport management to accommodate present demand. This often results in increased management costs and would probably result in temporary locations being developed and relocated at a later date.

BRU FAIRBANKS GENERAL AVIATION APRON EXPANSION AGENCY TRANSPORTATION REVISED

<input type="checkbox"/>	EXPLANATION
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25 Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE	FAIRBANKS TAXIWAY EXTENSION	OPERATING BUDGET (AUS)	NAMES	NUMBERS
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PRIORITY	PROJECT STARTING DATE	ESTIMATED DATE FACILITY IN USE BY:	TOTAL PROJECT COST
	July 1979	Sept. 1980	385.0

LOCATION(S)	AREA SERVED	ELECTION DISTRICT
Fairbanks International Airport	Fairbanks	20-0

SOURCE OF COST ESTIMATE	DATE OF ESTIMATE
DOT/PF Aviation Design Division	9-78

DESCRIPTION

Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under. This taxiway starts on the southeast edge of the general aviation apron and continues northeast approximately 2000'.

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND
	X

PROJECT CHARACTERISTICS (Check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capitol Cost)	385.0	200.0	185.0		
PLANNING AND ENGINEERING	19.0	10.0	9.0		
LAND					
CONSTRUCTION	351.0	180.0	171.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	15.0	10.0	5.0		

APPROPRIATION REQUEST	
Federal Receipts	347.0
Request General Fund Matching	
Other General Fund	
G.O Bonds	
ASMA Bonds	
Inter-Agency Transfers	
Other	
IARF	38.0
TOTAL	385.0

OPERATIONAL COST AND NO. PERSONNEL INCREASE (OR DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND				
	IARF	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST		10.0		10.0	10.0
POSITION(S) FULL-TIME EQUIVALENTS					

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS TAXIWAY EXTENSION

25 CAPITAL BUDGET PROPOSED PROJECT

Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE: FAIRBANKS GENERAL AVIATION APRON EXPANSION		OPERATING BUDGET BRUI(SI)	NAMES	NUMBERS
PRIORITY	PROJECT STARTING DATE: July 1979	ESTIMATED DATE FACILITY IN USE BY: Sept. 1980	TOTAL PROJECT COST: 335.0	
LOCATION(S): FAIRBANKS INTERNATIONAL	AREA SERVED: FAIRBANKS	ELECTION DISTRICT: 20-0		
SOURCE OF COST ESTIMATE: DOT/PF Aviation Design Division		DATE OF ESTIMATE: 9-78		
DESCRIPTION				
<p>This project consists of extending the existing general aviation parking apron northeastward for approximately 300'. If feasible, this project also anticipates adding electrical receptacles for engine heat-ups.</p>				

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND
<input checked="" type="checkbox"/>	

PROJECT CHARACTERISTICS (Check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently owned	<input checked="" type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	335.0	200.0	135.0		
PLANNING AND ENGINEERING	37.0	25.0	12.0		
LAND					
CONSTRUCTION	286.0	169.0	117.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	12.0	6.0	6.0		

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)	ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
OTHER SOURCES				
FUNDING SOURCE: GENERAL FUND	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST	10.0	-0-	10.0	10.0
POSITIONS FULL-TIME EQUIVALENTS				

APPROPRIATION REQUEST	
Federal Receipts	300.0
Required General Fund Matching	
Other General Fund	
G. O. Bonds	
ASHA Bonds	
Inter-Agency Transfers	
Other	
IARF	35.0
TOTAL	335.0

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS GENERAL AVIATION APRON EXPANSION

25 CAPITAL BUDGET PROPOSED PROJECT

Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE FAIRBANKS RUNWAY 1L SAFETY AREA		OPERATING BUDGET (RUIS)		NAMES		NUMBERS	
PRIORITY	PROJECT STARTING DATE July 1979	ESTIMATED DATE FACILITY IN USE BY Sept. 1979	TOTAL PROJECT COST 235.0				
LOCATION(S) FAIRBANKS INTERNATIONAL		AREA SERVED FAIRBANKS		ELECTION DISTRICT 20-0			
SOURCE OF COST ESTIMATE DOT/PP Aviation Design Division			DATE OF ESTIMATE 9-78				
DESCRIPTION This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01L.							

PROJECT TYPE	
BUILDING CONSTRUCTION	EQUIPMENT
OTHER IMPROVEMENT	LAND
<input checked="" type="checkbox"/>	<input type="checkbox"/>

PROJECT CHARACTERISTICS (Check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input checked="" type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate)	
Site currently used	<input checked="" type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	235.0	235.0			
PLANNING AND ENGINEERING	18.0	18.0			
LAND					
CONSTRUCTION					
EQUIPMENT	209.0	209.0			
ADMINISTRATION AND OTHER	8.0	8.0			

APPROPRIATION REQUEST	
Federal Reimbursement	210.0
Unvoted General Fund Matching	
Other General Fund	
C. O. Bonds	
ASMA Bonds	
Inter-Agency Transfer	
Other	
IASF	25.0
TOTAL	235.0

OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND	-0-	-0-	-0-	-0-
TOTAL ANNUAL OPERATIONAL COST		-0-	-0-	-0-	-0-
POSITIONS FULL-TIME EQUIVALENTS					

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS RUNWAY 01L SAFETY

25 CAPITAL BUDGET PROPOSED PROJECT

COMMITTEE REPORT
SENATE

FURTHER:

3/12/79

Date: March 15, 1979

Mr. President:

The Committee on FINANCE has had SB 202
special appropriation from the International Airports Construction Fund to the
Fairbanks International Airport

under consideration and (a majority of the committee) (the committee)
reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back ^{without} ~~with~~ recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Allen Harkins

John Stewart

Robert M. ...

...

MEMBERS HAVING
OTHER RECOMMENDATIONS:

...

...

John A. Sackitt

CHAIRMAN

Do Pass

Funding Information
General Fund -0-
Other Funds \$8,500,000
\$8,500,000

Introduced: 2/13/79
Referred: Commerce and
Finance

BY FAHRENKAMP, BENNETT, FERGUSON
AND HACKNEY

1 IN THE SENATE

2 SENATE BILL NO. 202

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation from the Inter-
7 national Airports Construction Fund to the Fairbanks
8 International Airport; and providing for an effective
9 date."

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

11 * Section 1. For the purpose of carrying out the provisions of AS 37.15.-
12 410 - 37.15.55C, there is appropriated from the International Airports Con-
13 struction Fund the sum of \$8,500,000 for the acquisition, construction, and
14 equipping of airport facilities as authorized in AS 37.15.510 at Fairbanks
15 International Airport.

16 * Sec. 2. This Act takes effect on the effective date of a version of an
17 Act entitled "An Act authorizing the issuance and sale of an additional
18 \$8,500,000 in revenue bonds for international airports."
19
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29

FAIRBANKS AIRPORT---ITEMIZED EXPENDITURES

Below please find outlined the projects and their costs for the proposed acquisition, construction and equipping of airport facilities at the Fairbanks International Airport.

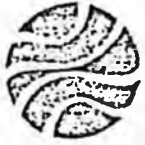
Additionally, attached please find the necessary backup information that has been supplied by the Department of Transportation and others.

- Fairbanks Runway Oil Safety Area.....\$ 237,360.00
(This project will fill in and level out approximately 150' of an old drainage slough off of the approach to runway 01L.)
- Fairbanks Taxiway Extension..... 384,580.00
(Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under.)
- Fairbanks General Aviation Apron Expansion..... 334,125.00
(This project consists of extending the existing general aviation parking apron northeastward for approximately 300'.)
- Fairbanks Bondable Storage Building..... 2,040,000.00
(This project would allow a warehousing complex of 24,000 square feet.)
- Fairbanks Hydrant Fueling System..... 1,229,000.00
(This project would allow for a central underground fueling facility, from hydrant outlets, through a mobil filtering - metering unit.)
- Fairbanks West Ramp..... 1,500,000.00
(This project would make more ramp space south of the main terminal.)
- Fairbanks Land Acquisition..... 2,600,000.00
(This project would purchase land on northwest corner of airport to allow room for construction and to provide a buffer zone.)
- Fairbanks Equipment.....\$
(This project would allow the purchase of 1 - Hough Aircraft Tow Tractor with Crab Drive, 1 - set of Pneumatic Air Lifting Bags, ~~1 - replacement of Fire Rescue Vehicle.~~)

Break down of the above is as follows:

- 1 - Hough Aircraft Tow Tractor with Crab Drive \$150,000
- 1 - set of Pneumatic Air Lifting Bags 50,000

Total 8,525,065.00



North Pole Refining P.O. Box 5028, North Pole, Alaska 99705

DIVISION OF EARTH RESOURCES COMPANY OF ALASKA

907/488-2741
907/488-2742

March 7, 1979

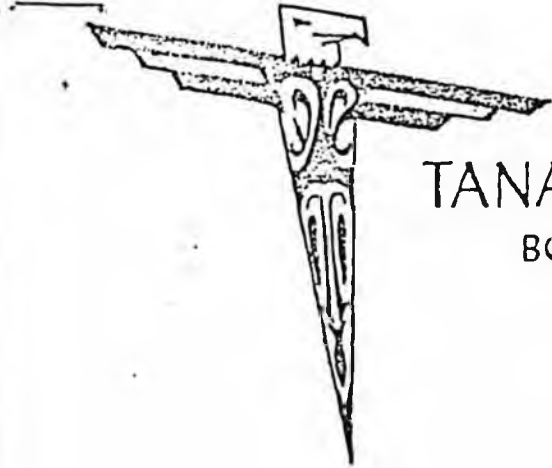
Senator Bettye Fahrenkamp
Pouch V
Juneau, Alaska

Dear Bettye:

Enclosed are the items as discussed at the Legislative/Aviation Committee Meeting of the Greater Fairbanks Chamber of Commerce on March 6, 1979.

1. Hydrant fueling system cost as of April 13, 1978, and project description.
2. Additional weather bureau data for informational purposes.
3. According to best estimates verified this date, the warehousing complex would be 24,000 square feet at a cost of \$60 per square foot plus site improvements and equipment:

Building	\$1,440,000
Equipment	215,000
Foundation Fill Material	<u>385,000</u>
	\$2,040,000



TANANA MECHANICAL, INC.

BOX 1189, FAIRBANKS, ALASKA 99707

PHONE (907) 452-1792

April 13, 1978

Palczer & Associates
Star Route Box 10671
Fairbanks, AK 99701

Attn: Terry Palczer

SUBJECT: Central fueling facilities
at Fairbanks International
Airport

Gentlemen:

Confirming our conversation of this date re: subject project, we offer the following:

We estimate the total contract price to furnish and install this fueling facility will be One Million Two Hundred Twenty Nine Thousand Dollars (\$1,229,000.00).

The salient points of this system are a 16" buried steel line from Tesoro bulk plant at the airport past Standard Oil Co. plant. Central pumping, metering and filtering facilities will be provided at both bulk plants.

At the airport terminal facility there will be provided fourteen 4" underground fueling hydrants, each with a capacity of 600 G.P.M. The 16" line will terminate at the Wein hanger.

The pumping, metering and filtering capacity of the facilities at each bulk plant is based upon a maximum of four hydrants in operation at any one time; in other words a capacity of 2,400 G.P.M. System pressure at the 4" hydrant outlet will be 60 P.S.I.

It is planned that the aircraft will be fueled from the hydrant outlet through a mobil filtering - metering unit.

The hydrants will contain an electrical control to enable selection of Tesoro, Standard or "OFF". Emergency manual shut-off valves at each hydrant and at each bulk plant and at two other locations on the main are provided. Check valves at each bulk plant will prevent back-pressure in that plants piping when the other bulk plant is pumping.

Continued . . .

Attached are:

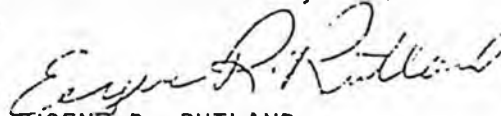
1. A copy of our takeoff and pricing sheet.
2. A copy of unit prices.

We have previously transmitted to you a copy of our calculations for main line sizing and pump selection.

Please contact the undersigned if additional information is required.

Very truly yours,

TANANA MECHANICAL, INC.



EUGENE R. RUTLAND
Engineer

ERR:smb

Attach.

26 Capital Budget Project Justification

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 27 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.) III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
 II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.) IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I. This project is requested for safety reasons. This project would level out the deep slough approximately 1000' beyond Runway 1L. With this improvement, a pilot landing short or in an aborted takeoff situation would be able to execute a landing in this area.

II. Following construction, this would remain an unmaintained area. Therefore, no annual maintenance cost is anticipated.

III. Costs are estimated as follows:

Common fill material	\$184,000
Contingencies, engineering & administration (29%)	53,360
TOTAL	\$237,360

IV. The do-nothing alternative is the only reasonable alternative. If this alternative is chosen, an aborted flight in this area would result in a catastrophe. Approach lights in the same area could have the same result, but if the pilot could stay out of the approach light path, the inclusion of this project could save an otherwise fatal situation.

PROJECT PURPOSE (check all that apply)	
Improvement of Services	<input checked="" type="checkbox"/>
Accommodation of Increased Demand	<input type="checkbox"/>
New Program or Service Accommodation	<input type="checkbox"/>
Project Mandated by Law or Regulation (cite)	<input type="checkbox"/>
Other	<input type="checkbox"/>

PROJECT BENEFITS (check any that apply)	
Prevent loss of life or property	<input checked="" type="checkbox"/>
Reduction of accidents or illness	<input type="checkbox"/>
Protect investment in existing facilities	<input type="checkbox"/>
Improve production possibilities of Alaskan industries and/or earning capacity of citizens	<input type="checkbox"/>
Create potential for time or cost savings	<input type="checkbox"/>
Protect natural environment	<input type="checkbox"/>
Establish recreation potential	<input type="checkbox"/>
Other	<input type="checkbox"/>

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS RUNWAY OIL SAFETY AREA

26 CAPITAL BUDGET PROJECT JUSTIFICATION

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.)
- II. ANALYSIS OF IMPACT ON OPERATION EXPENSE (estimate and justify.)
- III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
- IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I. During the past two years, requests for leases in the general aviation area have exceeded those improved lease lots which have developed. These include leases to private individuals to develop hangars to house individual aircraft. This type of investment has become necessary for owners of more sophisticated and expensive aircraft for protection against the elements. The creation of new lease areas does require extension of a taxiway to provide access to the operations area.

II. Creation of a new taxiway will increase the maintenance requirement of the area. The State will provide winter snow removal and summer maintenance, estimated to require 200 men and equipment hours annually. A man and equipment hour is defined as \$50/hour for an annual maintenance cost of \$10,000. The addition of the taxiway will result in an additional 400,000 s.f. of rental e land to be developed, resulting in a potential revenue of \$24,000/annum.

III. Capital costs are estimated as follows:

Excavation & Embankment	\$213,000
Crushed Aggregate Base	40,000
Bituminous Surface Treatment	34,000
Sub-Total	\$287,000
Administration, Engineering & Contingencies (34%)	149,940
TOTAL	\$384,580

(cont'd)

PROJECT PURPOSE (check all that apply)	
Improvement of Services	<input type="checkbox"/>
Accommodation of Increased Demand	<input checked="" type="checkbox"/>
New Program or Service Accommodation	<input type="checkbox"/>
Project Mandated by Law or Regulation (cite)	<input type="checkbox"/>
Other	<input type="checkbox"/>

PROJECT BENEFITS (check any that apply)	
Prevent loss of life or property	<input type="checkbox"/>
Reduction of accidents or illness	<input type="checkbox"/>
Protect investment in existing facilities	<input type="checkbox"/>
Improve production possibilities of Alaskan industries and/or earning capacity of citizens	<input checked="" type="checkbox"/>
Create potential for time or cost savings	<input type="checkbox"/>
Protect natural environment	<input type="checkbox"/>
Establish recreation potential	<input type="checkbox"/>
Other	<input type="checkbox"/>

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS TAXIWAY
EXTENSION

26 CAPITAL BUDGET
PROJECT JUSTIFICATION



- IV. 1. Do nothing. While this is a viable alternative, it does not satisfy the need for expansion by an expanding market in Fairbanks. Past experience has shown that when the services cannot be provided, operators tend to find a way to locate in areas which become inconsistent with long-range requirements.
- 2. Place the burden of development on operators. The State leases land with provisions of providing access to the land. This service is built into the lease rate.

BRU FAIRBANKS TAXIWAY EXTENSION AGENCY TRANSPORTATION REVISED

EXPLANATION

OBJECTIVE:

A statewide program to provide necessary facilities and services in a timely and efficient manner.

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

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 III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
 IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

- I. The demand for private aviation has increased steadily during the recent past and has resulted in a need for accommodating additional aircraft which cannot be achieved.
- II. Some additional annual cost will result, although it is difficult to calculate analytically. The parking aprons receive full maintenance both winter and summer. This project increases the present apron size by about 10%. For administrative purposes, it is assumed that an additional maintenance cost of \$10,000/annum will result.

III. Project costs are as follows:

Excavation & Embankment	\$150,000
Base Course	22,500
Bituminous Surface Treatment	21,000
Electrical Head Bolt Connection	54,000
Sub-Total	\$247,500
Engineering, Administration & Contingencies	96,625
TOTAL	\$334,125

- IV. 1. Do nothing. This alternative will induce increased pressure on the airport for additional tie-down space which, historically, has been provided on a fee basis. This alternative is not considered consistent with State statutes.

(cont'd)

PROJECT PURPOSE
(check all that apply)

Improvement of Services

Accommodation of Increased Demand

New Program or Service Accommodation

Project Mandated by Law or Regulation (cite)

Other

PROJECT BENEFITS
(check any that apply)

Prevent loss of life or property

Reduction of accidents or illness

Protect investment in existing facilities

Improve production possibilities of Alaskan industries and/or earning capacity of citizens

Create potential for time or cost savings

Protect natural environment

Establish recreation potential

Other

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. _____

Project Title: FAIRBANKS GENERAL AVIATION
APRON EXPANSION

26 CAPITAL BUDGET
 PROJECT JUSTIFICATION

2. Delay until a larger project is necessary. Although this alternative may provide some economics in lower construction costs, it also places increased burdens on airport management to accommodate present demand. This often results in increased management costs and would probably result in temporary locations being developed and relocated at a later date.

BRU FAIRBANKS GENERAL AVIATION APRON EXPANSION AGENCY TRANSPORTATION REVISED

<input type="checkbox"/>	EXPLANATION
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Capital Budget Proposed Project

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

PROJECT TITLE: FAIRBANKS TAXIWAY EXTENSION		OPERATING (BUDGET BRUIS)	NAMES	NUMBERS
PRIORITY	PROJECT STARTING DATE: July 1979	ESTIMATED DATE FACILITY IN USE BY: Sept. 1980	TOTAL PROJECT COST: 385.0	
LOCATION(S): Fairbanks International Airport		AREA SERVED: Fairbanks	ELECTION DISTRICT: 20-0	
SOURCE OF COST ESTIMATE: DOT/PF Aviation Design Division		DATE OF ESTIMATE: 9-78		
DESCRIPTION				
Construction of a taxiway, designed for aircraft weighing 12,500 lb. and under. This taxiway starts on the southeast edge of the general aviation apron and continues northeast approximately 2000'.				

PROJECT TYPE		
BUILDING CONSTRUCTION		EQUIPMENT
OTHER IMPROVEMENT	X	LAND

PROJECT CHARACTERISTICS (check one)	
Totally new facility	<input type="checkbox"/>
Addition to existing facility	<input checked="" type="checkbox"/>
Renovation of existing facility	<input type="checkbox"/>
Major maintenance or repair	<input type="checkbox"/>
Supplement previously authorized funds to enable completion	<input type="checkbox"/>
Other	<input type="checkbox"/>

LOCATION FEATURES (check where appropriate) -	
Site currently owned	<input checked="" type="checkbox"/>
Site to be acquired	<input type="checkbox"/>
Utilities already available	<input type="checkbox"/>
Access already available	<input type="checkbox"/>

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURE (Capital Cost)	385.0	200.0	185.0		
PLANNING AND ENGINEERING	19.0	10.0	9.0		
LAND					
CONSTRUCTION	351.0	180.0	171.0		
EQUIPMENT					
ADMINISTRATION AND OTHER	15.0	10.0	5.0		

APPROPRIATION REQUEST	
Federal Receipts	347.0
Requirit General Fund Matching	
Other General Fund	
G. O. Bonds	
ASMA Bonds	
Inter-Agency Transfers	
Other	
IARF	38.0
TOTAL	385.0

OPERATIONAL COST AND NO. PERSONNEL INCREASE (OR DECREASE)		ULTIMATE ANNUAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE	OTHER SOURCES				
	GENERAL FUND				
	IARF	10.0	-0-	10.0	10.0
TOTAL ANNUAL OPERATIONAL COST		10.0		10.0	10.0
POSITIONS: FULL-TIME EQUIVALENTS					

AGENCY TRANSPORTATION PROGRAM AVIATION PRIORITY NO. FAIRBANKS TAXIWAY EXTENSION

25 CAPITAL BUDGET PROPOSED PROJECT