

LEG. FINANCE - BILLS 1979 - 1980 1392

SCR 16 thru CSSCR 20

1392



RECORDS CERTIFICATION



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James O. Smith
Signature of Camera Operator

3/23/90
Date

SCR 16

SENATE FINANCE COMMITTEE
BILL CHECKLIST

- 1. Original Bill Document ✓
- 2. History Cover Form ✓
- 3. Printed Copies:
 - Original Bill _____
 - Committee Substitutes or
Amendments _____
- 4. Committee Report Form ✓
- 5. Fiscal Note:
 - In File ✓
 - Requested _____ Date _____
- 6. Backup:
 - Handouts _____
 - Letter from Governor _____
 - Letter from Sponsor _____
 - Other _____

Letter of Intent - Senate Finance
 (unsigned as of 3/24)

Committee Report - State Affairs

COMMITTEE REPORT
SENATE

FURTHER: None

3/8/79

Date: April 19, 1979

Mr. President:

The Committee on FINANCE has had SCR 16

requesting the Governor to direct the Dept. of Transportation & Public Facilities to conduct a feasibility study for the construction of a runway at Barrow

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 ^{with intent} without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Mr. Dicket

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[unclear]

John Dicket

CHAIRMAN

AMENDMENT

OFFERED IN THE SENATE:

By: Finance Committee

To: SCR ~~SENATE BILL~~ No. 16

HOUSE BILL No. _____

PAGE: 1

LINE: 15 and 16

Line 15

Delete the word "air" and insert "surface transportation"

Line 16

Delete the words "air freight" and insert "surface transportation"

SENATE JOURNAL

SENATE FINANCE COMMITTEE
LETTER OF INTENT
FOR SCR 16

The feasibility study called for in SCR 16 will be conducted by the Department of Transportation and Public Facilities within the limits of their budget as authorized by the Legislature.

John C. Sackett, Chairman
Senate Finance Committee

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SCR 16
Title Feasibility study for the construction of a runway at Barrow
Requested by Senator Mulcahy Date Feb. 20, 1979

II. FISCAL DETAIL

Agency Affected DOT/PF
Program Category Affected _____
Budget Request Unit(s) Affected _____

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES		0				
200 TRAVEL		0				
300 CONTRACTUAL		0				
400 COMMODITIES		0				
500 EQUIPMENT		0				
600 LAND & STRUCTURES		0				
700 GRANTS, CLAIMS, ETC.		0				
TOTAL		0				

FUNDING (Thousands of Dollars)

GENERAL FUND		0				
FEDERAL FUNDS		0				
OTHER (Specify)		0				

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

We estimate the cost of a feasibility study for construction of a 10,000-foot runway at Barrow at \$50,000. It is apparent that the existing runway cannot be extended to this length and an all new runway would be necessary, perhaps located on a different site.

The feasibility study called for in SCR 16 will be conducted by the Department of Transportation and Public Facilities within the limit of funds budgeted to them for FY 79. Now that the fourth quarter supplemental for DOT has passed there should be sufficient funds within the current year budget to cover this project.

John C. Sackett
John C. Sackett, Chairman
Senate Finance Committee

ROS Nov 2/89

IV. DATE Feb. 22, 1979 PREPARED BY Clayton C. Hueners
AGENCY DOT/PF

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

*
DOTCOMMOFF JNU

DOT AVIA AHC

FEBRUARY 21, 1979

RAYMOND D. SHUMWAY
DEPUTY COMMISSIONER
DESIGN AND CONSTRUCTION

RE SENATE CONCURRENT RESOLUTION NO. 16, WE ESTIMATE THE COST
OF A FEASIBILITY STUDY FOR CONSTRUCTION OF A 10,000 FOOT
RUNWAY AT BARRROW AT \$50,000. IT IS APPARENT THAT THE EXISTING
RUNWAY CANNOT BE EXTENDED TO THIS LENGTH AND AN ALL NEW RUNWAY
WOULD BE NECESSARY PERHAPS LOCATED ON A DIFFERENT SITE.

CLAYTON C. HUENERS
DIRECTOR
AVIATION DESIGN AND CONSTRUCTION

*
DOTCOMMOFF JNU

DOT AVIA AHC



Introduced: 2/13/79
Referred: State Affairs
and Finance

1 IN THE SENATE

BY FERGUSON

2 SENATE CONCURRENT RESOLUTION NO. 16
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 ELEVENTH LEGISLATURE - FIRST SESSION

5 Requesting the Governor to direct the
6 Department of Transportation and
7 Public Facilities to conduct a feasi-
8 bility study for the construction of
9 a runway at Barrow.

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

11 WHEREAS the lack of an existing road system in Barrow means that air
12 freight is the only viable method of delivering food and other goods to the
13 citizens of Barrow; and

14 WHEREAS severe weather and ice conditions restrict the ability to
15 deliver freight by air to Barrow, and these conditions often result in the
16 delivery of air freight only once in a year; and

17 WHEREAS the difficulties presented by long periods without the delivery
18 of any freight could be ameliorated by the delivery of greater amounts of
19 freight at a time; and

20 WHEREAS the delivery of greater amounts of freight at a time would
21 require the use of larger planes; and

22 WHEREAS the present runway in Barrow is insufficient to handle larger
23 airplanes;

24 BE IT RESOLVED by the Alaska State Legislature that the Governor is
25 respectfully requested to direct the Department of Transportation and Public
26 Facilities to conduct a feasibility study for the construction of a new
27 10,000 foot runway at Barrow or for the expansion of the present runway at
28 Barrow.

29

DOT AVIA AHB

DOTCOWKOFF AND

AVIATION DESIGN AND CONSTRUCTION

DIRECTOR

CLAYTON C. HUBBARD

✓

THE SENATE CONCURRENT RESOLUTION NO. 16, WE ESTIMATE THE COST
 OF A FEASIBILITY STUDY FOR CONSTRUCTION OF A 10,000 FOOT
 RUNWAY AT APPROX \$50,000. IT IS APPARENT THAT THE EXISTING
 RUNWAY CANNOT BE EXTENDED TO THIS LENGTH AND AN NEW RUNWAY
 WOULD BE NECESSARY PERHAPS LOCATED ON A DIFFERENT SITE.

N

DESIGN AND CONSTRUCTION

DEPUTY COMMISSIONER

RICHARD D. SAKAWAY

FEBRUARY 21, 1979

DOT AVIA AHB

DOTCOWKOFF AND



COMMITTEE REPORT
SENATE

2/13/79

FURTHER: Finance

Date: 3/7/78

Mr. President:

The Committee on STATE AFFAIRS has had SCR 16 requesting the Governor to direct the Dept. of Transportation and Public Facilities to conduct a feasibility study for the construction of a runway at Barrow

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 recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Bob Bradley

1 3-L

Tom Kelly

1 PAT Roney

Bob Mulcahy

B

1 Bob Mulcahy
CHAIRMAN



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

SENATE FINANCE COMMITTEE
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 - In File no need
 - Requested Date
- 6. Backup:
 - Handouts
 - Letter from Governor
 - Letter from Sponsor
 - Other

COMMITTEE REPORT
SENATE

2/2/79

FURTHER: None

Date: February 28, 1980

Mr. President:

The Committee on FINANCE has had SJR 16

relating to amendment to the Constitution of United States requiring that total federal appropriations not exceed total estimated federal revenues in a fiscal year in absence of a national emergency

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 recommendation *with amendments*

referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Mr. C. Smith

Hobbs

Mr. J. Bennett

Mr. Hackney

James

all Ray NO 10-0

Mr. C. Smith

CHAIRMAN

A M E N D M E N T

OFFERED IN THE SENATE:

By: Senate Finance

To: _____ SENATE BILL No. SJR 16

HOUSE BILL No. _____

PAGE: 2

LINE: _____

Page 2, Line 1 - change "five" to "four"

Page 2, Line 6 - after the word "alternatively" insert

"this body makes application and requests
that"

*Take up
this*

Alaska State Legislature

SENATOR
ROBERT H. ZIEGLER, SR.
307 BAWDEN STREET
KEYCHIKAN, ALASKA 99901

POUCH V
JUNEAU, ALASKA 99811

*Put on agenda
& when notify
Rep.*



Senate

CHAIRMAN
SENATE JUDICIARY COMMITTEE
IMMEDIATE PAST CHAIRMAN
WESTERN CONFERENCE - COUNCIL OF
STATE GOVERNMENTS

VICE CHAIRMAN
SENATE RULES COMMITTEE

MEMBER
SENATE STATE AFFAIRS COMMITTEE
SENATE COMMITTEE ON COMMITTEES
LEGISLATIVE COUNCIL
WESTERN STATES LEGISLATIVE
FORESTRY TASK FORCE

February 21, 1980

The Honorable John Sackett,
Alaska State Senator
Room 522 Capitol Building
Juneau, Alaska

Good Senator:

You have SJR No. 16 in Senate Finance; it pertains to balancing the federal budget.

While you were away on February 21, the sponsorship of the resolution, with Senator Mulcahy's agreement, was changed. He is now off the resolution and I am the sole sponsor.

I'd appreciate it if you could take it up and let it go to Rules. I suspect there will be at least one or two do passes within your committee.

Two amendments should be made:

1. On line 1 of page 2 the word "five" should be changed to "four", and
2. After the word "alternatively" on page 2, line 6 the following language should be inserted:
"this body makes application and requests that".

Regards,

3

Robert H. Ziegler, Sr.

RHZ:lk

SENATE OF MARYLAND

OFFICE OF THE PRESIDENT

February 15, 1980

The Honorable Robert H. Ziegler, Sr.
Pouch V
Juneau, Alaska 99811

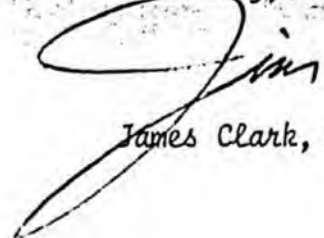
Dear Bob:

Thanks for your letter with the enclosed
SJR 16.

I have indicated two changes on Page two, the first of which is optional. It changes five years to four, but I believe, to this date, no state has had a figure larger than four, so I would suggest making it conform more closely to the others. On Line Six, you will note I have added a phrase which is absolutely essential and should be inserted after the comma and before "the" - "this body makes application and requests that". With these two small changes your resolution will be substantially similar to most of the thirty already passed.

Good luck and thanks for your interest. I think we are at last getting their attention in Washington, and that is a great accomplishment. Passage of this resolution by Alaska might be the final jolt which will cause them to act on their own.

Sincerely,



James Clark, Jr.

CORRECTION

Re: SENATE JOINT RESOLUTION NO. 16

February 21, 1980

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CORRECTION

Please discard SENATE JOINT RESOLUTION NO. 16 and replace with this corrected version.

Introduced: 2/2/79
Referred: Finance

1 IN THE SENATE

BY ZIEGLER

2 SENATE JOINT RESOLUTION NO. 16

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 Relating to an amendment to the Con-
6 stitution of the United States which
7 would require that total federal
8 appropriations not exceed total esti-
9 mated federal revenues in a fiscal
10 year in the absence of a national
11 emergency.

12 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

13 WHEREAS annually the United States moves more deeply in debt as its
14 expenditures exceed its available revenues and the public debt now exceeds
15 hundreds of billions of dollars; and

16 WHEREAS annually the federal budget demonstrates the unwillingness or
17 inability of the federal government to spend in conformity with available
18 revenues; and

19 WHEREAS proper planning, fiscal prudence and plain good sense require
20 that the federal budget be in balance absent national emergency; and

21 WHEREAS a continuously unbalanced federal budget except in a national
22 emergency causes continuous and damaging inflation and consequently a severe
23 threat to the political and economic stability of the United States; and

24 WHEREAS, under Article V of the Constitution of the United States,
25 amendments to the Constitution may be proposed by Congress or, on the applica-
26 tion of the legislatures of two-thirds of the states, Congress shall call a
27 constitutional convention for the purpose of proposing amendments;

28 BE IT RESOLVED by the Alaska State Legislature that the Congress of the
29 United States is requested to propose and submit to the states an amendment

1 to the Constitution of the United States which would require that within five
2 years after its ratification by the various states, in the absence of a
3 national emergency, the total of all appropriations made by Congress for a
4 fiscal year shall not exceed the total of all estimated federal revenues for
5 that fiscal year; and be it

6 FURTHER RESOLVED that, alternatively, the Congress of the United States
7 call a convention for the sole and exclusive purpose of proposing an amend-
8 ment to the Constitution of the United States which would require that, in
9 the absence of a national emergency, the total of all appropriations made by
10 Congress for a fiscal year shall not exceed the total of all estimated fed-
11 era. revenues for that fiscal year; and be it

12 FURTHER RESOLVED that if Congress proposes such an amendment to the
13 Constitution this application shall no longer be of any force or effect.

14 COPIES of this resolution shall be sent to the Secretary of the United
15 States Senate; the Clerk of the United States House of Representatives; to
16 the Honorable Ted Stevens and the Honorable Mike Gravel, U. S. Senators, and
17 the Honorable Don Young, U. S. Representative, members of the Alaska delega-
18 tion in Congress.

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James O. Smith
Signature of Camera Operator

3/23/90
Date

Original sponsors: Miller, Gardiner
and Duncan

1 IN THE HOUSE

BY THE RULES COMMITTEE

2 SENATE CS FOR CS FOR HOUSE BILL NO. 20 (Rules)

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 state loan programs and the loan
7 programs of state agencies; and providing for an effective
8 date."

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

10 * Section 1. AS 16.10.310(a)(1)(C) is amended to read:

11 (C), corporations, partnerships, or joint ventures, 100
12 per cent of which are owned by individual commercial fishermen who
13 have been state residents for a continuous period of five years
14 immediately preceding the date of application for a loan under
15 AS 16.10.300 - 16.10.370 and have had a crewmember or commercial
16 fishing license under AS 16.05.480 or a permit under AS 16.43 for
17 any one [THREE] of the past five years, and who actively partici-
18 pated in the fishery during that period, for the repair, restora-
19 tion or upgrading of existing vessels and gear, for the purchase of
20 gear, and for the construction and purchase of vessels. [.]

21 * Sec. 2. AS 16.10.320(a)(3) is amended to read:

22 (3) may not bear interest exceeding nine and one-half [SEVEN]
23 per cent;

24 * Sec. 3. AS 16.10.320(a)(5) is amended to read:

25 (5) may not exceed 75 per cent of the appraised value of the
26 collateral used to secure the loan, except that a loan granted under
27 AS 16.10.333 for the purchase of an Alaska limited entry permit may not
28 exceed an amount determined in accordance with (f) of this section.

29 * Sec. 4. AS 16.10.320(c)(4) is amended to read:

1 (4) may not bear interest exceeding nine and one-half [SEVEN]
2 per cent [, EXCEPT THAT LOANS GRANTED UNDER THIS SUBSECTION MAY BEAR
3 INTEREST AT A RATE NOT TO EXCEED EIGHT PER CENT IF THE COMMISSIONER
4 DETERMINES THAT AN INCREASE IN THE INTEREST RATE IS NECESSARY FOR THE
5 SECURITY OF THE LOAN].

6 * Sec. 5. AS 16.10.320(d) is amended to read:

7 (d) A loan may not be made to a borrower under AS 16.10.300 -
8 16.10.370 if it would result in an outstanding debt of the borrower to
9 the commercial fishing revolving loan fund in excess of \$500,000, exclud-
10 ing outstanding debt incurred under (c) of this section. A borrower
11 under AS 16.10.300 - 16.10.370 may use up to 49 per cent of the amount
12 borrowed to refinance any outstanding loans of the borrower regardless
13 of the source of the loans, if the outstanding loans were made for any
14 of the purposes described in AS 16.10.310 [EXCEPT AS PROVIDED IN (e) OF
15 THIS SECTION, NO MORE THAN ONE COMMERCIAL FISHING LOAN MAY BE MADE TO A
16 PERSON FOR THE PURCHASE, CONSTRUCTION, REPAIR OR UPGRADING OF A FISHING
17 VESSEL OR ITS GEAR]. A loan to an associate of the borrower is con-
18 sidered to be a loan to the borrower. For the purposes of this section,
19 "associate of the borrower" means

20 (1) a corporation or other organization of which the borrower
21 is an officer, director or partner, or is, directly or indirectly, the
22 beneficial owner of 10 per cent or more of any class of equity securi-
23 ties;

24 (2) a person who is, directly or indirectly, the beneficial
25 owner of 10 per cent or more of any class of equity securities of the
26 borrower;

27 (3) a trust or other estate in which the borrower has a sub-
28 stantial beneficial interest or as to which the borrower serves as
29 trustee or in a similar fiduciary capacity[;]

1 (4) A RELATIVE OR SPOUSE OF THE BORROWER OR A RELATIVE OF THE
2 SPOUSE, WHO HAS THE SAME HOME AS THE BORROWER;

3 (5) A PERSON DIRECTLY OR INDIRECTLY CONTROLLING, CONTROLLED
4 BY, OR UNDER COMMON CONTROL WITH, THE BORROWER].

5 * Sec. 6. AS 16.10.320(e)(4) is amended to read:

6 (4) may not bear interest exceeding nine and one-half [SEVEN]
7 per cent; and

8 * Sec. 7. AS 16.10.320 is amended by adding a new subsection to read:

9 (f) A loan granted under AS 16.10.333(a) for the purchase of an
10 Alaska limited entry permit may not exceed 90 per cent of the appraised
11 value of the collateral used to secure the loan.

12 * Sec. 8. AS 16.10.330(b) is amended to read:

13 (b) The commissioner of commerce and economic development may sell
14 or transfer at par value to the Department of Revenue the mortgages,
15 bonds and notes held by the Department of Commerce and Economic Develop-
16 ment as security for loans made under this chapter. However, the commis-
17 sioner of commerce and economic development may not transfer an interest
18 in a vessel documented under the laws of the United States to the Depart-
19 ment of Revenue, except as permitted by the Ship Mortgage Act of 1920
20 (46 U.S.C. secs. 911 - 984; 41 Stat. 1000), as amended, and the Shipping
21 Act of 1916 (46 U.S.C. secs. 801 - 842; 39 Stat. 725), as amended, so
22 long as those two Acts remain ambiguous with respect to whether or not a
23 state or state agency qualifies as a citizen of the United States for
24 purposes of those two Acts. [THE DEPARTMENT OF REVENUE, FOR THE FISCAL
25 YEAR ENDING JUNE 30, 1976, SHALL PURCHASE ALL THE MORTGAGES, BONDS AND
26 NOTES OFFERED UNTIL THE CURRENT PRINCIPAL AMOUNT OF ALL THE MORTGAGES,
27 BONDS AND NOTES PURCHASED AND HELD BY THE DEPARTMENT OF REVENUE EQUALS
28 \$7,000,000. THE DEPARTMENT OF REVENUE, FOR THE FISCAL YEAR ENDING JUNE
29 30, 1977, SHALL PURCHASE ALL THE MORTGAGES, BONDS AND NOTES OFFERED

1 UNTIL THE CURRENT PRINCIPAL AMOUNT OF ALL THE MORTGAGES, BONDS AND NOTES
2 PURCHASED AND HELD BY THE DEPARTMENT OF REVENUE EQUALS \$9,000,000.) The
3 [AFTER JUNE 30, 1977, THE] Department of Revenue may [SHALL] purchase
4 [ALL] the mortgages, bonds and notes offered.

5 * Sec. 9. AS 16.10.335 is amended to read:

6 Sec. 16.10.335. DEFAULT AND FORECLOSURE. (a) If the debtor
7 defaults upon a note for which a limited entry permit has been pledged
8 as security under AS 16.10.333 or under AS 16.10.338, the commissioner
9 shall provide the debtor, by registered or certified mail sent to his
10 last known address on file with the commissioner, with a notice of
11 default which includes

12 (1) a description of the security given for the note includ-
13 ing the number assigned to the pledged permit by the commission;

14 (2) the date upon which the default occurred;

15 (3) the amount of arrearages as of the date of the notice,
16 the total amount remaining on the note less unearned interest, and the
17 amount of daily interest;

18 (4) a statement that the debtor may, within 15 days of the
19 postmark date of the notice, request a hearing at which he may submit
20 evidence showing he has not defaulted;

21 (5) a statement that the note may be reinstated if brought
22 current within 60 days from the postmark date of the notice;

23 (6) a statement that the note may be paid in full less un-
24 earned interest within 90 days from the postmark date of the notice;

25 (7) the place where reinstatement or payment in full may be
26 made; and

27 (8) a notice in at least 10-point bold type stating:
28 "IMPORTANT: YOUR FAILURE TO REINSTATE OR PAY THIS NOTE IN FULL BY THE
29 DATE SPECIFIED WILL RESULT IN A FORFEITURE OF ALL RIGHTS TO THE PERMIT

1 AND THE POSSIBILITY OF LEGAL ACTION BEING INSTITUTED AGAINST YOU."

2 (b) Upon the debtor's failure to reinstate or satisfy the note
3 within the time specified in (a) of this section, his [EQUITABLE] inter-
4 est in the permit is terminated by operation of law without further
5 notice. Any entry permit cards issued to him under the permit shall be
6 cancelled immediately upon receipt by the commission of a certificate of
7 termination containing a copy of the notice required by (a) of this
8 section issued by the commissioner.

9 * Sec. 10. AS 16.10 is amended by adding a new section to read:

10 Sec. 16.10.338. ENTRY PERMITS AS COLLATERAL. Alaska limited entry
11 permits may be used as security for loans under AS 16.10.310(a). The
12 provisions of AS 16.10.335 and 16.10.337 apply to Alaska limited entry
13 permits pledged as security for loans in accordance with this section.

14 * Sec. 11. AS 16.10.510(6) is amended to read:

15 (6) establish the rate of interest for loans not to exceed
16 nine and one-half [EIGHT] per cent a year;

17 * Sec. 12. AS 16.10.550 is amended to read:

18 Sec. 16.10.550. SALE OR TRANSFER OF MORTGAGES AND NOTES. [(a)]
19 The commissioner may sell or transfer at par value to the Department of
20 Revenue the mortgages and notes held by the department as security for
21 loans made under this chapter. The Department of Revenue may [SHALL]
22 purchase [ALL] the mortgages and notes offered [UNTIL THE CURRENT PRINCI-
23 PAL AMOUNT OF ALL THE MORTGAGES AND NOTES PURCHASED AND HELD BY THAT
24 DEPARTMENT EQUALS \$200,000,000].

25 * Sec. 13. AS 16.43.170(a) is amended to read:

26 (a) Except as provided in AS 16.10.333 - 16.10.336 [AS 16.10.333 -
27 16.10.337], entry permits and interim-use permits are transferable only
28 through the commission as provided in this section and AS 16.43.180 and
29 under regulations adopted by the commission.

1 * Sec. 14. AS 18.56.090 is amended by adding new paragraphs to read:

2 (26) establish a rural housing hazard insurance fund and a
3 rural housing hazard insurance program to provide hazard insurance for
4 housing located in remote, underdeveloped or blighted areas of the state
5 when hazard insurance from other sources satisfactory to private mort-
6 gage lenders is not available on reasonable terms; the corporation may
7 enter into agreements with respect to the fund and the program with the
8 holders of bonds or notes issued to provide money for the rural housing
9 mortgage program or with the Department of Revenue with respect to loans
10 made under (25)(C) of this section, including, but not limited to,
11 agreements as to the use of money in the fund, and may otherwise estab-
12 lish the terms and conditions of the fund and of the program of hazard
13 insurance by or in accordance with regulations adopted under AS 18.56.-
14 088;

15 (27) establish a rural housing title insurance fund and a
16 rural housing title insurance program to provide title insurance for
17 housing located in remote, underdeveloped or blighted areas of the state
18 when title insurance from other sources satisfactory to private mortgage
19 lenders is not available on reasonable terms; the corporation may enter
20 into agreements with respect to the fund and the program with the holders
21 of bonds or notes issued to provide money for the rural housing mortgage
22 program or with the Department of Revenue with respect to loans made
23 under (25)(C) of this section, including, but not limited to, agreements
24 as to the use of money in the fund, and may otherwise establish the
25 terms and conditions of the fund and of the program of title insurance
26 by or in accordance with regulations adopted under AS 18.56.088.

27 * Sec. 15. AS 26.15.040(a) is amended to read:

28 (a) The commissioner of commerce and economic development may,
29 under [RULES,] regulations, and policies adopted by him, make the follow-

1 ing loans:

2 (1) Personal loans may be made for educational, domestic,
3 remote area family housing and other personal purposes, not exceeding
4 \$10,000. The loans shall be secured by acceptable collateral when
5 available but if not available the commissioner may make loans on the
6 basis of good character. The rate of interest may not exceed nine and
7 one-half [HIGH] per cent a year on the unpaid balance.

8 (2) Farm and single-family home loans not exceeding \$75,000
9 [\$68,250] and loans for owner-occupied duplexes not exceeding \$125,000
10 [\$83,250] may be made to purchase, remodel, repair, build, furnish,
11 refinance or equip homes, owner-occupied duplexes or farms in the state,
12 including the clearing and drainage for farms. The loans may not exceed
13 90 per cent of the appraised value when made for the purchase or con-
14 struction of a home or owner-occupied duplex unless additional amounts
15 are secured by acceptable collateral as determined by the commissioner
16 of commerce and economic development in conformity with established
17 minimum requirements. The rate of interest may not exceed nine and one-
18 half per cent a year on the unpaid balance [THE INTEREST RATE WHICH IS
19 CHARGED FOR FEDERAL VETERANS ADMINISTRATION LOANS AT THE TIME A STATE
20 LOAN IS GRANTED].

21 (3) Business loans not exceeding \$125,000 may be made to
22 acquire, finance or refinance or equip businesses, including mining and
23 fishing but not including farming, if the loan applicant has had three
24 or more years of general business experience. The loans shall be se-
25 cured by acceptable collateral and may not exceed 75 per cent of the
26 appraised value of the collateral offered as security. The rate of
27 interest may not exceed nine and one-half per cent a year on the unpaid
28 balance [THE INTEREST RATE WHICH IS CHARGED FOR FEDERAL VETERANS ADMINIS-
29 TRATION LOANS AT THE TIME A STATE LOAN IS GRANTED].

1 (4) Multiple dwelling loans not exceeding \$110,000 may be
2 made to purchase, remodel, repair, build, furnish, refinance or equip
3 multiple dwellings. The loans shall be secured by acceptable collateral
4 and may not exceed 75 per cent of the appraised value of the collateral
5 offered as security. The rate of interest may not exceed nine and one-
6 half per cent a year on the unpaid balance [THE INTEREST RATE WHICH IS
7 CHARGED FOR FEDERAL VETERANS ADMINISTRATION LOANS AT THE TIME A STATE
8 LOAN IS GRANTED].

9 * Sec. 16. AS 26.15.040(b) is amended to read:

10 (b) The commissioner of commerce and economic development may
11 enter into agreements with private banks, other lending institutions and
12 individuals for the purpose of guaranteeing loans made to qualified
13 applicants. The guarantees may not exceed 90 per cent of the amount
14 loaned and the loans shall be secured in the same manner provided for
15 direct loans under this section. A loan made under this subsection and
16 guaranteed by the commissioner of commerce and economic development and
17 the state shall bear an interest rate not exceeding nine and one-half
18 [EIGHT] per cent a year on the unpaid balance.

19 * Sec. 17. AS 26.15.070(b) is amended to read:

20 (b) The commissioner of commerce and economic development may sell
21 or transfer at par value to the Department of Revenue the mortgages and
22 notes held by the Department of Commerce and Economic Development as
23 security for loans made under this chapter. The Department of Revenue
24 may [SHALL] purchase the [ALL OF THESE] mortgages and notes offered [,
25 ALLOWING THE DEPARTMENT OF COMMERCE A ONE-HALF OF ONE PER CENT SERVICE
26 FEE].

27 * Sec. 18. AS 44.33.255(b) is amended to read:

28 (b) The rate of interest charged shall be nine and one-half [SIX]
29 per cent a year on the unpaid balance of the loan.

1 * Sec. 19. AS 44.33.270(b) is amended to read:

2 (b) The commissioner of commerce and economic development may sell
3 or transfer at par value to the Department of Revenue the mortgages and
4 notes held by the department as security for loans made under this
5 chapter. The Department of Revenue may [SHALL] purchase the mortgages
6 and notes offered [UNTIL THE CURRENT PRINCIPAL AMOUNT OF ALL MORTGAGES
7 AND NOTES PURCHASED AND HELD BY THE DEPARTMENT OF REVENUE EQUALS
8 \$1,000,000].

9 * Sec. 20. AS 44.33.350(b) is amended to read:

10 (b) The rate of interest charged shall be nine and one-half [SIX]
11 per cent a year on the unpaid balance of the loan.

12 * Sec. 21. AS 45.88.030(e) is amended to read:

13 (e) The rate of interest may not exceed nine and one-half [EIGHT]
14 per cent a year on the unpaid balance of the loan.

15 * Sec. 22. AS 45.88.040(b) is amended to read:

16 (b) The commissioner may sell or transfer at par value to the
17 Department of Revenue the mortgages and notes held by the Department of
18 Commerce and Economic Development as security for loans made under this
19 chapter. The Department of Revenue may [SHALL] purchase the [ALL OF
20 THESE] mortgages and notes offered [, ALLOWING THE DEPARTMENT OF COMMERCE
21 AND ECONOMIC DEVELOPMENT A ONE-HALF OF ONE PER CENT SERVICE FEE].

22 * Sec. 23. AS 45.90.030(c) is amended to read:

23 (c) The rate of interest may not exceed nine and one-half [EIGHT]
24 per cent a year on the unpaid balance of the state's share of the loan.

25 * Sec. 24. AS 45.90.040(b) is amended to read:

26 (b) The commissioner of commerce and economic development may sell
27 or transfer at par value to the Department of Revenue the mortgages and
28 notes held by the Department of Commerce and Economic Development as
29 security for loans made under this chapter. The Department of Revenue

1 may [SMALL] purchase the mortgages and notes offered.

2 * Sec. 25. AS 45.95.020(a) is amended to read:

3 (a) The commissioner shall, under regulations and policies adopted

4 by him, make small business loans to acquire, finance or refinance or

5 equip businesses, including farming equipment, mining and fishing, not

6 exceeding \$500,000 [\$300,000]. The loans shall be secured by acceptable

7 collateral and may not exceed 75 per cent of the appraised value of the

8 collateral offered as security. The rate of interest may not exceed

9 nine and one-half [EIGHT] per cent a year on the unpaid balance.

10 * Sec. 26. AS 45.95.040(b) is amended to read:

11 (b) The commissioner may sell or transfer at par value to the

12 Department of Revenue the mortgages and notes held by the Department of

13 Commerce and Economic Development as security for loans made under this

14 chapter. The Department of Revenue may [SMALL] purchase the [ALL OF

15 THESE] mortgages and notes offered [, ALLOWING THE DEPARTMENT OF COMMERCE

16 AND ECONOMIC DEVELOPMENT A ONE-HALF OF ONE PER CENT SERVICE FEE].

17 * Sec. 27. AS 45.98.040(4) is amended to read:

18 (4) the rate of interest may not exceed nine and one-half

19 [SIX AND ONE-HALF] per cent a year on the unpaid balance of the state's

20 share of the loan;

21 * Sec. 28. Sections 1, 3, 5, 7, 9, 10, and 13 of this Act are retroactive

22 to July 1, 1978.

23 * Sec. 29. This Act takes effect immediately in accordance with AS 01.10-

24 070(c).

Original sponsor: Special Gas Pipeline
Financing Committee

Offered: 4/9/79
For Today's Calendar

1 IN THE HOUSE

BY THE SPECIAL GAS PIPELINE
FINANCING COMMITTEE

2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 20 am

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 Relating to the financial and Alaska
6 impact plan submitted by the Alaska
7 Gas Pipeline Financing Authority.

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

9 WHEREAS, if the state makes a final determination that production of
10 natural gas from the Prudhoe Bay reservoir will be consistent with optimal
11 recovery of oil and gas from the reservoir, and if the Congress of the United
12 States and federal regulatory agencies take favorable action with respect to
13 matters of Alaska natural gas policy, then timely construction of the Alaska
14 Highway natural gas pipeline project will be in the best interest of the
15 state and of the United States; and

16 WHEREAS state assistance to the financing of the project may promote an
17 essential public purpose in assuring timely transportation to market of
18 Prudhoe Bay natural gas; and

19 WHEREAS the project is essential to the development of the natural
20 resources and the long-term economic growth of the state, and will directly
21 and indirectly provide employment in the state; and

22 WHEREAS additional benefits to Alaska from the project include increased
23 state and local tax revenues, enhanced availability of natural gas for Alaska
24 communities, and stimulus and expansion of the private sector economy, in-
25 cluding greater potential for development of in-state manufacturing, refining
26 and processing facilities; and

27 WHEREAS construction of the project is a matter of statewide concern;
28 and

29 WHEREAS it may be a public purpose of the State of Alaska to promote

1 timely completion of the project and to that end the state has created the
2 Alaska Gas Pipeline Financing Authority, an instrumentality empowered to sell
3 revenue bonds, the interest on which is exempt from federal income tax except
4 when held by a substantial user or related person as these terms are defined
5 in sec. 103 of the Internal Revenue Code of 1954, as amended, and to use the
6 proceeds to purchase or otherwise acquire obligations issued with respect to
7 the project; and

8 WHEREAS an amendment by Act of Congress to sec. 103 of the Internal
9 Revenue Code of 1954, as amended, is required if the authority is to be
10 empowered to sell revenue bonds, the interest on which is exempt from federal
11 income tax; and

12 WHEREAS the establishment of the authority is the state's sole direct or
13 indirect financial support of the project unless the legislature approves
14 equity-related state financing; and

15 WHEREAS there are still many unresolved issues with respect to engi-
16 neering, technical, financial and regulatory matters relating to the project
17 which make a final and complete financial and Alaska impact plan under
18 AS 44.55.100 impossible at this time; and

19 WHEREAS because of these unresolved matters the Alaska Gas Pipeline
20 Financing Authority has recommended in its financial and Alaska impact plan
21 that the plan be approved on the conditions that no bonds be sold until the
22 plan is amended and approved by the legislature, that the amendments include
23 definitive answers to all matters presently unresolved, unanswered or
24 undocumented, and that all matters reported upon in the present plan be
25 expounded upon and detailed in greater specificity to the legislature;

26 BE IT RESOLVED by the Alaska State Legislature that the financial and
27 Alaska impact plan be accepted with the following conditions:

28 (1) no bonds may be sold until the plan is amended by the Alaska
29 Gas Pipeline Financing Authority and approved by the legislature by con-

1 current resolution; and

2 (2) the amendments shall include definitive answers under AS 44.-
3 55.100 to all matters presently unresolved, unanswered, or undocumented and
4 all matters reported on in the present plan shall be expounded on and
5 detailed in greater specificity; and

6 (3) the amendments shall be submitted by the authority to the
7 legislature by the first day of the Second Session of the Eleventh Legisla-
8 ture; and

9 (4) the legislature may by concurrent resolution approve the
10 amendments with conditions concerning matters included in the amended plan,
11 and the conditional approval becomes effective upon certification to the
12 legislature by the authority that the authority has accepted the conditions
13 and modified the plan accordingly.

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THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HCR 20
 Title Relating to the financial and Alaska impact plan submitted by the Alaska Gas Pipe-
 Requested by line financing Authority. Rules Committee Date April 9, 1979

II. FISCAL DETAIL

Agency Affected Department of Revenue
 Program Category Affected General Government
 Budget Request Unit(s) Affected Treasury Management

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL		60.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		60.0				

FUNDING (Thousands of Dollars)

GENERAL FUND		60.0				
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME		-0-				
PART TIME						
TEMPORARY						

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

The above charges represent cost of legal counsel and financial advisor preparation of the proposed financial impact plan.

IV. DATE April 9, 1979 PREPARED BY Peter A. Bushre, Deputy Commissioner
 AGENCY Department of Revenue, Treasury Division
 PHONE 465-2350
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

HCR 20

Peter A. Bushre

Original sponsor: Special Gas Pipeline
Financing Committee

Offered: 4/9/79
For Today's Calendar

1 IN THE HOUSE

BY THE SPECIAL GAS PIPELINE
FINANCING COMMITTEE

2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 20 am

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 Relating to the financial and Alaska
6 impact plan submitted by the Alaska
7 Gas Pipeline Financing Authority.

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

9 WHEREAS, if the state makes a final determination that production of
10 natural gas from the Prudhoe Bay reservoir will be consistent with optimal
11 recovery of oil and gas from the reservoir, and if the Congress of the United
12 States and federal regulatory agencies take favorable action with respect to
13 matters of Alaska natural gas policy, then timely construction of the Alaska
14 Highway natural gas pipeline project will be in the best interest of the
15 state and of the United States; and

16 WHEREAS state assistance to the financing of the project may promote an
17 essential public purpose in assuring timely transportation to market of
18 Prudhoe Bay natural gas; and

19 WHEREAS the project is essential to the development of the natural
20 resources and the long-term economic growth of the state, and will directly
21 and indirectly provide employment in the state; and

22 WHEREAS additional benefits to Alaska from the project include increased
23 state and local tax revenues, enhanced availability of natural gas for Alaska
24 communities, and stimulus and expansion of the private sector economy, in-
25 cluding greater potential for development of in-state manufacturing, refining
26 and processing facilities; and

27 WHEREAS construction of the project is a matter of statewide concern;
28 and

29 WHEREAS it may be a public purpose of the State of Alaska to promote

1 timely completion of the project and to that end the state has created the
2 Alaska Gas Pipeline Financing Authority, an instrumentality empowered to sell
3 revenue bonds, the interest on which is exempt from federal income tax except
4 when held by a substantial user or related person as these terms are defined
5 in sec. 103 of the Internal Revenue Code of 1954, as amended, and to use the
6 proceeds to purchase or otherwise acquire obligations issued with respect to
7 the project; and

8 WHEREAS an amendment by Act of Congress to sec. 103 of the Internal
9 Revenue Code of 1954, as amended, is required if the authority is to be
10 empowered to sell revenue bonds, the interest on which is exempt from federal
11 income tax; and

12 WHEREAS the establishment of the authority is the state's sole direct or
13 indirect financial support of the project unless the legislature approves
14 equity-related state financing; and

15 WHEREAS there are still many unresolved issues with respect to engi-
16 neering, technical, financial and regulatory matters relating to the project
17 which make a final and complete financial and Alaska impact plan under
18 AS 44.55.100 impossible at this time; and

19 WHEREAS because of these unresolved matters the Alaska Gas Pipeline
20 Financing Authority has recommended in its financial and Alaska impact plan
21 that the plan be approved on the conditions that no bonds be sold until the
22 plan is amended and approved by the legislature, that the amendments include
23 definitive answers to all matters presently unresolved, unanswered or
24 undocumented, and that all matters reported upon in the present plan be
25 expounded upon and detailed in greater specificity to the legislature;

26 BE IT RESOLVED by the Alaska State Legislature that the financial and
27 Alaska impact plan be accepted with the following conditions:

28 (1) no bonds may be sold until the plan is amended by the Alaska
29 Gas Pipeline Financing Authority and approved by the legislature by con-

1 current resolution; and

2 (2) the amendments shall include definitive answers under AS 44.-
3 55.100 to all matters presently unresolved, unanswered, or undocumented and
4 all matters reported on in the present plan shall be expounded on and
5 detailed in greater specificity; and

6 (3) the amendments shall be submitted by the authority to the
7 legislature by the first day of the Second Session of the Eleventh Legisla-
8 ture; and

9 (4) the legislature may by concurrent resolution approve the
10 amendments with conditions concerning matters included in the amended plan,
11 and the conditional approval becomes effective upon certification to the
12 legislature by the authority that the authority has accepted the conditions
13 and modified the plan accordingly.

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CORRECTION

HOUSE CONCURRENT RESOLUTION NO. 20

Please discard all copies of HCR 20 and retain this corrected copy.

The correction:

The Speaker stated that HCR 20 should be changed to show it was introduced by and referred to

Special Gas Pipeline Financing Committee.

Introduced: 4/4/79
Referred: Special Committee
on Gas Pipeline Financing

BY THE SPECIAL COMMITTEE ON
GAS PIPELINE FINANCING

1 IN THE HOUSE

2

HOUSE CONCURRENT RESOLUTION NO. 20

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

ELEVENTH LEGISLATURE - FIRST SESSION

5

Relating to the financial and Alaska

6

impact plan submitted by the Alaska

7

Gas Pipeline Financing Authority.

8

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

9

WHEREAS, if the state makes a final determination that production of
10 natural gas from the Prudhoe Bay reservoir will be consistent with optimal
11 recovery of oil and gas from the reservoir, and if the Congress of the United
12 States and federal regulatory agencies take favorable action with respect to
13 matters of Alaska natural gas policy, then timely construction of the Alaska
14 Highway natural gas pipeline project will be in the best interest of the
15 state and of the United States; and

16

WHEREAS state assistance to the financing of the project will promote an
17 essential public purpose in assuring timely transportation to market of
18 Prudhoe Bay natural gas; and

19

WHEREAS the project is essential to the development of the natural
20 resources and the long-term economic growth of the state, and will directly
21 and indirectly provide employment in the state; and

22

WHEREAS additional benefits to Alaska from the project include increased
23 state and local tax revenues, enhanced availability of natural gas for Alaska
24 communities, and stimulus and expansion of the private sector economy, in-
25 cluding greater potential for development of in-state manufacturing, refining
26 and processing facilities; and

27

WHEREAS construction of the project is a matter of statewide concern;

28

and

29

WHEREAS it is a public purpose of the State of Alaska to promote timely

1 completion of the project and to that end the state has created the Alaska
2 Gas Pipeline Financing Authority, an instrumentality empowered to sell
3 revenue bonds, the interest on which is exempt from federal income tax except
4 when held by a substantial user or related person as these terms are defined
5 in sec. 103 of the Internal Revenue Code of 1954, as amended, and to use the
6 proceeds to purchase or otherwise acquire obligations issued with respect to
7 the project; and

8 WHEREAS an amendment by Act of Congress to sec. 103 of the Internal
9 Revenue Code of 1954, as amended, is required if the authority is to be
10 empowered to sell revenue bonds, the interest on which is exempt from federal
11 income tax; and

12 WHEREAS the establishment of the authority is the state's sole direct or
13 indirect financial support of the project unless the legislature approves
14 equity-related state financing; and

15 WHEREAS there are still many unresolved issues with respect to engi-
16 neering, technical, financial and regulatory matters relating to the project
17 which make a final and complete financial and Alaska impact plan under
18 AS 44.55.100 impossible at this time; and

19 WHEREAS because of these unresolved matters the Alaska Gas Pipeline
20 Financing Authority has recommended in its financial and Alaska impact plan
21 that the plan be approved on the conditions that no bonds be sold until the
22 plan is amended and approved by the legislature, that the amendments include
23 definitive answers to all matters presently unresolved, unanswered or
24 undocumented, and that all matters reported upon in the present plan be
25 expounded upon and detailed in greater specificity to the legislature;

26 BE IT RESOLVED by the Alaska State Legislature that the financial and
27 Alaska impact plan be accepted with the following conditions:

28 (1) no bonds may be sold until the plan is amended by the Alaska
29 Gas Pipeline Financing Authority and approved by the legislature by con-

1 current resolution; and

2 (2) the amendments shall include definitive answers under AS 44.-
3 ss.100 to all matters presently unresolved, unanswered, or undocumented and
4 all matters reported on in the present plan shall be expounded on and
5 detailed in greater specificity; and

6 (3) the amendments shall be submitted by the authority to the
7 legislature within the first 30 days of a regular legislative session; and

8 (4) the legislature may by concurrent resolution approve the
9 amendments with conditions concerning matters included in the amended plan,
10 and the conditional approval becomes effective upon certification to the
11 legislature by the authority that the authority has accepted the conditions
12 and modified the plan accordingly.

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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

CSSCR 20

SENATE FINANCE COMMITTEE
BILL CHECKLIST

1. Original Bill Document ✓
2. History Cover Form ✓
3. Printed Copies:
 - Original Bill _____
 - Committee Substitutes or _____
 - Amendments _____
4. Committee Report Form ✓
5. Fiscal Note:
 - In File ✓ 5/20/20
 - Requested _____ Date _____
6. Backup:
 - Handouts _____
 - Letter from Governor _____
 - Letter from Sponsor _____
 - Other _____

Informational Memo

Committee Report - Resources

OS draft

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. CS SCR 20
 Title Goose Bay to Point Mac Kenzie Road
 Requested by Kerttula Date 3/30/79

II. FISCAL DETAIL

Agency Affected DOT/PF
 Program Category Affected Design & Construction
 Budget Request Unit(s) Affected Highway Design & Construction

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES		20				
200 TRAVEL		5				
300 CONTRACTUAL		1450				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		1475				
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

The above funds would be sufficient for the design only of this project. Total cost of the project would be \$9,070,000 as indicated in the fiscal note for SB 230.

IV. DATE 4/9/79 PREPARED BY Harry Keller
 AGENCY DOT/PF
 PHONE 364-2121
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

INTRODUCTION

As a site for Alaskan industrial development, Point MacKenzie offers some substantial advantages. The Matanuska-Susitna Borough is growing rapidly, and its administrators and residents show an exceptional willingness to support large-scale industrial development.

The Borough is prepared to supply significant financial incentives to industrial developers. Low tax base land is available and low-interest financial assistance can be provided on short notice through the Borough's Power of Ports and other means. Planning and design efforts are now underway for extension of a road to the Point MacKenzie area, and long-term electrical power will be available on site due to hydroelectric projects planned for the Susitna River. Further, the Borough is in the process of preparing a comprehensive land-use planning document to assure compatibility of industrial development at the site with existing and future uses. The Point MacKenzie site is located about 50 road miles and less than 15 air miles from the major metropolitan city of Anchorage. This close proximity to the population center of the state provides additional economic advantages. Transportation costs are minimized, and all services and suppliers are readily accessible.

The location, together with the current trend toward development of attractive residential subdivisions in the area, enhances the overall desirability of the Matanuska-Susitna Borough as a location in which to settle. Residential settings offer full utilities and community services, as well as excellent access to recreational and cultural opportunities.

Physical features of the Point MacKenzie location, including climatic, geologic, and marine characteristics provide a site suitable for port development and large-scale industry. The following text describes in greater detail the character of the Point MacKenzie area and its natural and economic features.

For additional information regarding industrial development in the Matanuska-Susitna Borough, please contact the Borough offices in Palmer, Alaska. A list of contacts has been provided on page 26 for your convenience.

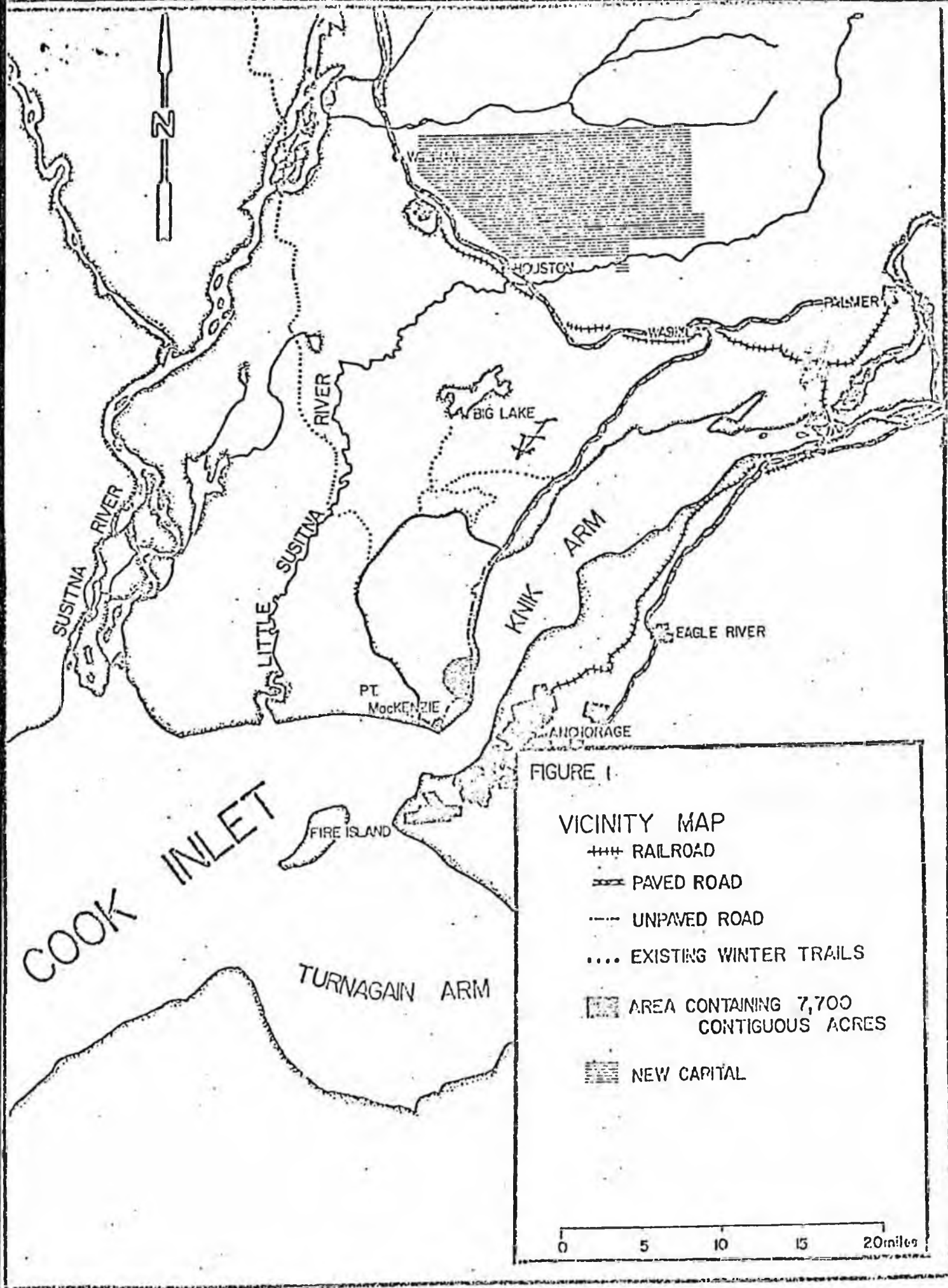
Land Access

Existing highway, as well as railroad access to the Point MacKenzie area is good, and site specific access needs can be met within one construction season. Land access to the Point MacKenzie area is gained through utilization of the existing Goose Bay Road, which is a high-quality paved road extending from Wasilla to a point about 0.8 miles north of an airstrip shown on Figure 1.

Several alternatives exist for funding the extension of the road system to a given site in the Point MacKenzie area. These consist of: 1) providing a secondary road under the provisions for "pioneer access roads" approved by the Borough and the State, 2) seeking cooperative state/federal funding for design and construction of a secondary road, or 3) the Borough can provide a secondary road extending to the port area. Planning and design work for the road extension project is currently under contract with construction of a road due to be completed by the Borough in 1979. The third alternative, above, represents the most economic and expeditious means of supporting immediate access needs for construction of industrial facilities. This road can be upgraded at any time in the future. It is anticipated that the required type of road access can be provided within a given specified time insuring that industrial developers can achieve timely initiation of their projects.

It is felt that the construction of access to the Point MacKenzie area will rekindle the State's interest in providing ferry service between the Matanuska-Susitna Borough and the Municipality of Anchorage.

The construction of a 23-mile railroad spur would connect Point MacKenzie to the Alaska Railbelt and provide a means of moving heavy bulk cargo to and from Point MacKenzie.



FISCAL NOTE

I. REQUEST
 Bill/Resolution No. S.B. 230
 Title Road from Goose Bay to Point MacKenzie.
 Requested by Kerttula Date 2/23/79

II. FISCAL DETAIL
 Agency Affected DOT/PF
 Program Category Affected Design & Construction
 Budget Request Unit(s) Affected Highway Design & Construction

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES		100				
200 TRAVEL						
300 CONTRACTUAL		8600				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES		370				
700 GRANTS, CLAIMS, ETC.						
TOTAL		9070				

FUNDING (Thousands of Dollars)

GENERAL FUND		9070				
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

The Department's Highway Construction Cost Index indicates construction costs are increasing around 10% annually. The estimate in the Reconnaissance was \$8,270,000 and was made in the fall of 1978. The 1978 estimate has been adjusted to 1979 dollars.

IV. DATE 2-28-79 PREPARED BY Harry Keller *NDP*
 AGENCY DOT/PF
 PHONE 364-3323
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

6593
Bill

Original sponsor: Kerttula

Draft

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE CONCURRENT RESOLUTION NO. 20

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELFVENTH LEGISLATURE - FIRST SESSION

5 Relating to the construction of a
6 road from Goose Bay to Point
7 MacKenzie.

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

9 WHEREAS the Matanuska-Susitna Borough is one of the most rapidly expand-
10 ing localities in the state and has forseen the opportunities that exist for
11 community expansion and industrial, commercial, residential and recreational
12 development within the Goose Bay - Point MacKenzie area by selecting a large
13 tract of state land as a part of its municipal land entitlement; and

14 WHEREAS land within the general vicinity of Goose Bay - Point MacKenzie
15 has long been considered to be prime agricultural and recreational property;
16 and

17 WHEREAS, with the state's rapid rise as a major supplier of natural
18 resources for the nation, the industrial value of the development of port
19 facilities at Point MacKenzie is apparent; and

20 WHEREAS the full potential of the land located in the Goose Bay - Point
21 MacKenzie area cannot be attained unless the Goose Bay road is extended 20.5
22 miles to Point MacKenzie;

23 BE IT RESOLVED by the Alaska State Legislature that the route for the
24 road should conform to the comprehensive master plan of the Matanuska-Susitna
25 Borough and provide access to state and borough land, including proposed
26 agricultural land and airport reserve land; and be it

27 FURTHER RESOLVED that the legislature respectfully requests the governor
28 to direct the commissioner of the Department of Transportation and Public
29 Facilities to design the extension of the Goose Bay Road and promptly

Original sponsor: Kerttula

Offered: 3/30/79
Referred: Rules

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE CONCURRENT RESOLUTION NO. 20

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - FIRST SESSION

5 Relating to the construction of a
6 road from Goose Bay to Point
7 MacKenzie.

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11 community expansion and industrial, commercial, residential and recreational
12 development within the Goose Bay - Point MacKenzie area by selecting a large
13 tract of state land as a part of its municipal land entitlement; and

14 WHEREAS land within the general vicinity of Goose Bay - Point MacKenzie
15 has long been considered to be prime agricultural and recreational property;
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17 WHEREAS, with the state's rapid rise as a major supplier of natural
18 resources for the nation, the industrial value of the development of port
19 facilities at Point MacKenzie is apparent; and

20 WHEREAS the full potential of the land located in the Goose Bay - Point
21 MacKenzie area cannot be attained unless the Goose Bay road is extended 20.5
22 miles to Point MacKenzie;

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Introduced: 3/2/79
Referred: Resources and
Finance

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29 to state and borough land, including proposed agricultural land and airport

CORRECTION

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

Original sponsor: Kerttula

Offered: 3/30/79
Referred: Rules

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1 complete all planning necessary to begin design and construction.

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Introduced: 3/2/79
Referred: Resources and
Finance

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THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. Resource/Finance Commieett SCR 20
 Title Senator Kerttula
 Requested by above Date 3/15/79

II. FISCAL DETAIL
 Agency Affected DOT/PF
 Program Category Affected _____
 Budget Request Unit(s) Affected _____

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.						
TOTAL		210,000				

FUNDING (Thousands of Dollars)

GENERAL FUND	10,000				
FEDERAL FUNDS					
OTHER (Specify)					
Expected Borough Mat-Su	200,000				

POSITIONS

	NO NEW POSITIONS			
FULL TIME				
PART TIME				
TEMPORARY				

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

See (SB 230 and HB 371
for Fiscal Note for
Const.

Estimate for following
 Feasibility and Study \$ 10,000
 Design - (6%) \$8.0 M = \$480,000
 Const. Costs - See Fiscal Note for SB 230 or HB 371

IV. DATE 3/15/79 PREPARED BY DOT/PF *W. Senge*
 AGENCY Design and Construction
 PHONE _____

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

COMMITTEE REPORT
SENATE

3/2/79

FURTHER: Finance

Date:

3/12/79

Mr. President:

The Committee on RESOURCES has had SCR 20
Relating to construction of a road from Goose Bay to Point MacKenzie

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 recommendation

referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Dankworth - Do Pass
Fernald Do Pass
Fahnestock Do Pass
Go...
Bob Mulvaney
J. Kaufman

Bill...
CHAIRMAN

AMENDMENT

OFFERED IN THE SENATE:

BY: RESOURCES

TO: _____ SENATE BILL No. SCR 20

HOUSE BILL No. _____

PAGE: 2

LINE: 4 and 5

after "to" delete rest of sent on line + 5
Line 4: DELETE: "design the extension.....construction."

Through Line 5.

INSERT: "include the facility in FY81/82

Capitol Improvement Budget."

John -

SCR 20

~~Kerttula Hold~~

out of Finance
this week
Thursday

Introduced: 3/2/79
Referred: Resources and
Finance

1 IN THE SENATE

BY KERTTULA

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26 ~~1980, and he it~~

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2 FURTHER RESOLVED that the Alaska State Legislature respectfully requests
3 the governor to direct the commissioner of the Department of Transportation
4 and Public Facilities to *study + submit Finding to* design the extension of the Goose Bay Road and
5 *the Next Legislature* promptly complete all planning necessary to begin construction.

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Thurs. Agenda
Have ^{Dick} Holden come Thurs.

Introduced: 3/2/79
Referred: Resources and
Finance

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INTRODUCTION

As a site for Alaskan industrial development, Point MacKenzie offers some substantial advantages. The Matanuska-Susitna Borough is growing rapidly, and its administrators and residents show an exceptional willingness to support large-scale industrial development.

The Borough is prepared to supply significant financial incentives to industrial developers. Low tax base land is available and low-interest financial assistance can be provided on short notice through the Borough's Power of Ports and other means. Planning and design efforts are now underway for extension of a road to the Point MacKenzie area, and long-term electrical power will be available on site due to hydroelectric projects planned for the Susitna River. Further, the Borough is in the process of preparing a comprehensive land-use planning document to assure compatibility of industrial development at the site with existing and future uses. The Point MacKenzie site is located about 50 road miles and less than 15 air miles from the major metropolitan city of Anchorage. This close proximity to the population center of the state provides additional economic advantages. Transportation costs are minimized, and all services and suppliers are readily accessible.

The location, together with the current trend toward development of attractive residential subdivisions in the area, enhances the overall desirability of the Matanuska-Susitna Borough as a location in which to settle. Residential settings offer full utilities and community services, as well as excellent access to recreational and cultural opportunities.

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Land Access

Existing highway, as well as railroad access to the Point MacKenzie area is good, and site specific access needs can be met within one construction season. Land access to the Point MacKenzie area is gained through utilization of the existing Goose Bay Road, which is a high-quality paved road extending from Wasilla to a point about 0.3 miles north of an airstrip shown on Figure 1.

Several alternatives exist for funding the extension of the road system to a given site in the Point MacKenzie area. These consist of: 1) providing a secondary road under the provisions for "pioneer access roads" approved by the Borough and the State, 2) seeking cooperative state/federal funding for design and construction of a secondary road, or 3) the Borough can provide a secondary road extending to the port area. Planning and design work for the road extension project is currently under contract with construction of a road due to be completed by the Borough in 1979. The third alternative, above, represents the most economic and expeditious means of supporting immediate access needs for construction of industrial facilities. This road can be upgraded at any time in the future. It is anticipated that the required type of road access can be provided within a given specified time insuring that industrial developers can achieve timely initiation of their projects.

It is felt that the construction of access to the Point MacKenzie area will rekindle the State's interest in providing ferry service between the Matanuska-Susitna Borough and the Municipality of Anchorage.

The construction of a 23-mile railroad spur would connect Point MacKenzie to the Alaska Railbelt and provide a means of moving heavy bulk cargo to and from Point MacKenzie.

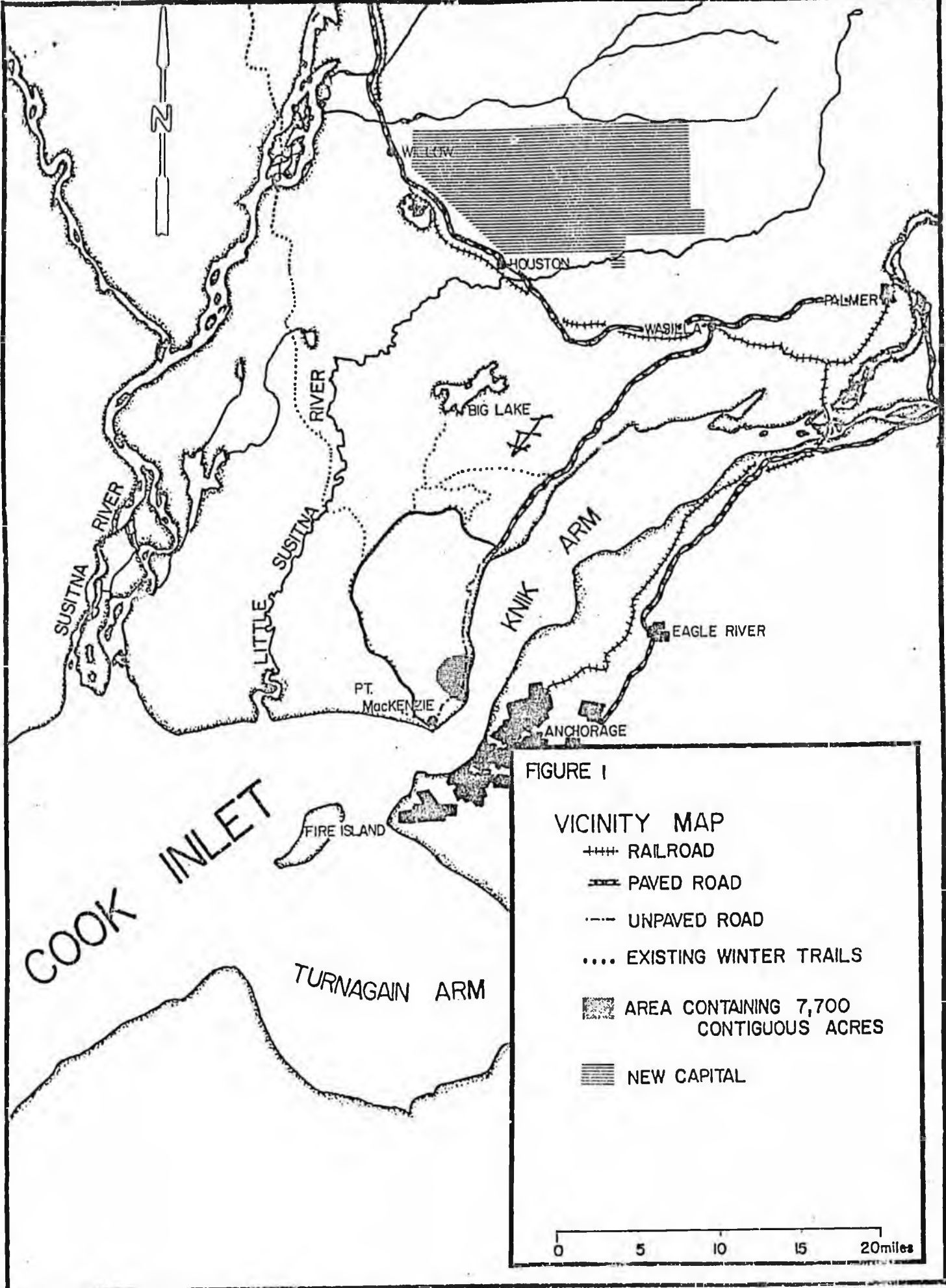


FIGURE 1

VICINITY MAP

- ++++ RAILROAD
- == PAVED ROAD
- - - UNPAVED ROAD
- EXISTING WINTER TRAILS
- ▨ AREA CONTAINING 7,700 CONTIGUOUS ACRES
- ▨ NEW CAPITAL

0 5 10 15 20 miles

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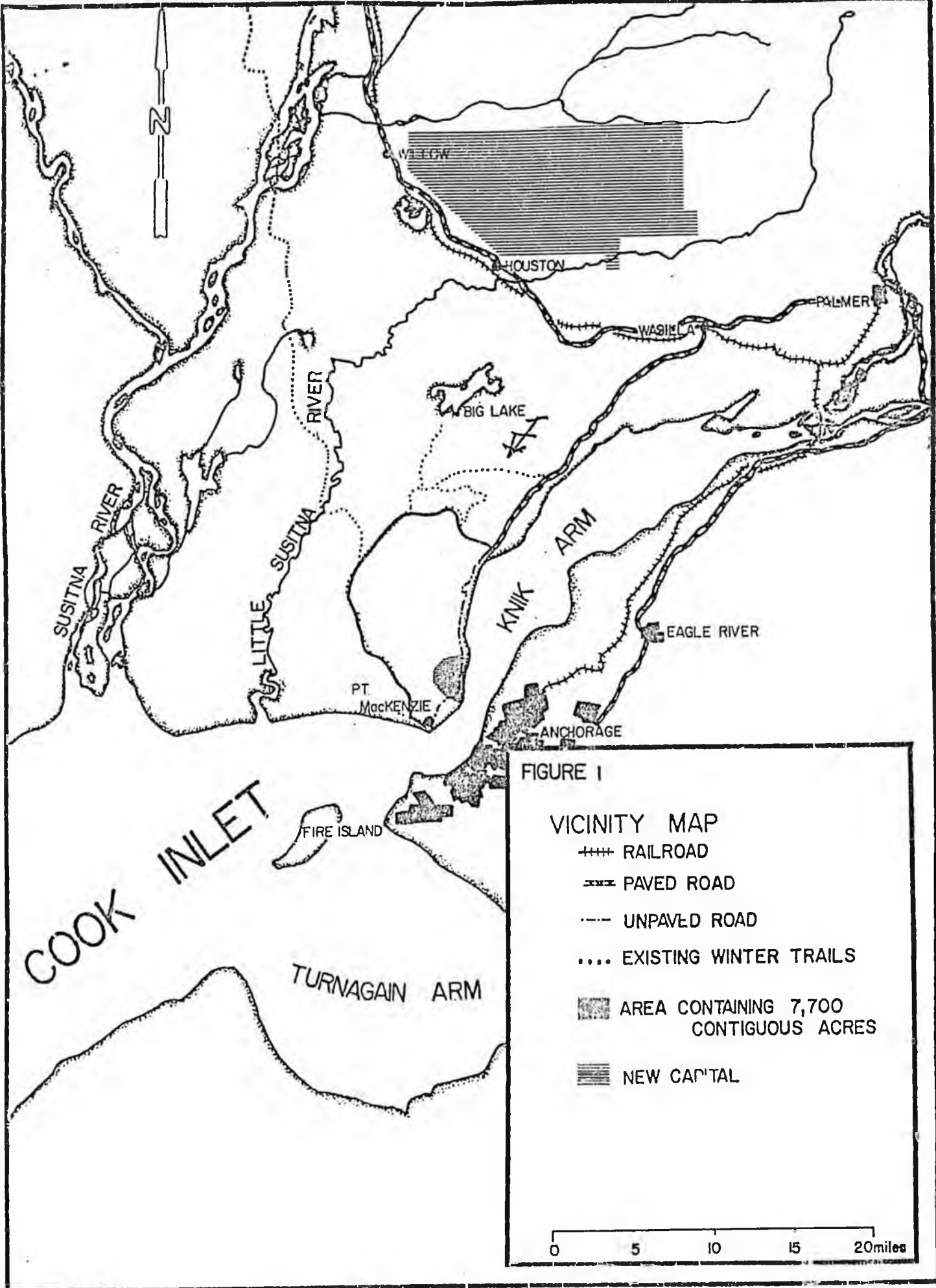


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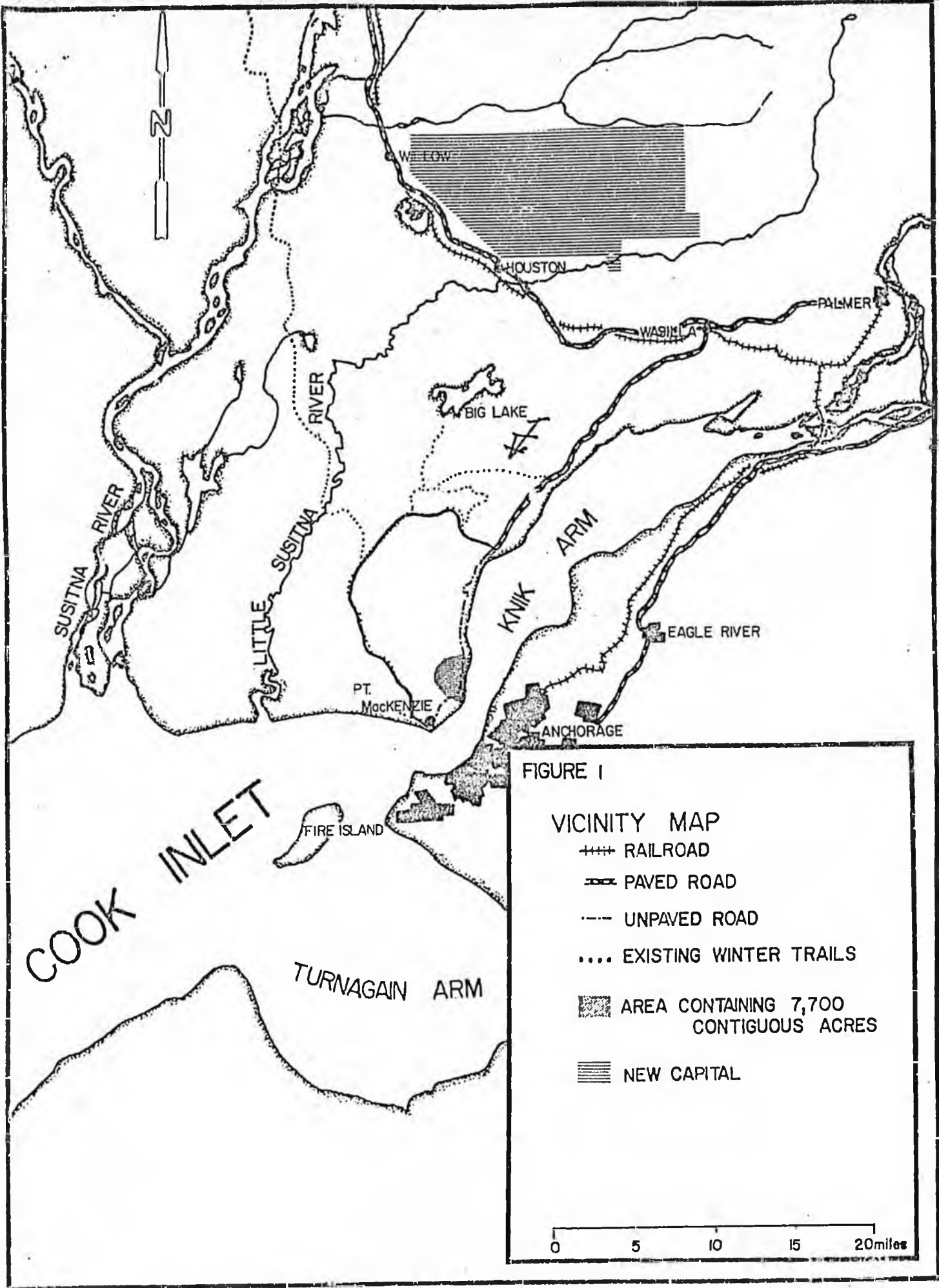
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Land Access

Existing highway, as well as railroad access to the Point MacKenzie area is good, and site specific access needs can be met within one construction season. Land access to the Point MacKenzie area is gained through utilization of the existing Goose Bay Road, which is a high-quality paved road extending from Wasilla to a point about 0.8 miles north of an airstrip shown on Figure 1.

Several alternatives exist for funding the extension of the road system to a given site in the Point MacKenzie area. These consist of: 1) providing a secondary road under the provisions for "pioneer access roads" approved by the Borough and the State, 2) seeking cooperative state/federal funding for design and construction of a secondary road, or 3) the Borough can provide a secondary road extending to the port area. Planning and design work for the road extension project is currently under contract with construction of a road due to be completed by the Borough in 1979. The third alternative, above, represents the most economic and expeditious means of supporting immediate access needs for construction of industrial facilities. This road can be upgraded at any time in the future. It is anticipated that the required type of road access can be provided within a given specified time insuring that industrial developers can achieve timely initiation of their projects.

It is felt that the construction of access to the Point MacKenzie area will rekindle the State's interest in providing ferry service between the Matanuska-Susitna Borough and the Municipality of Anchorage.

The construction of a 23-mile railroad spur would connect Point MacKenzie to the Alaska Railbelt and provide a means of moving heavy bulk cargo to and from Point MacKenzie.

