

LEG. FINANCE - BILLS 1981 - 1982 1648

SB 205 - SB 209

1648

# COMMITTEE REPORT

## SENATE

FURTHER: None

2/23/81

Date: 3/11/81

Mr. President:

The Committee on FINANCE has had SB 205

making a special appropriation for the Nordic Ski Club of Fairbanks and the Nordic Ski Club of Anchorage

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

- do pass Individual Rec. [ ] do not pass
- [ ] do pass with attached amendments(s)
- [ ] replace with C. 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

[Signature]  
[Signature]  
[Signature]  
[Signature]  
\_\_\_\_\_  
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MEMBERS HAVING  
OTHER RECOMMENDATIONS:

[Signature] No Rec  
[Signature]  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[Signature]  
CHAIRMAN

Funding Information  
General Fund \$35,000  
Other Funds -0-  
\$35,000

Introduced: 2/23/81  
Referred: Finance

1 IN THE SENATE

BY FAHRENKAMP, BENNETT,  
KERTTULA AND DANKWORTH

2 SENATE BILL NO. 205

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Fairbanks  
7 North Star Borough for the Nordic Ski Club of Fairbanks  
8 and the Nordic Ski Club of Anchorage; and providing  
9 for an effective date."

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

11 \* Section 1. The sum of \$35,000 is appropriated from the general fund  
12 for payment as a grant to the Fairbanks North Star Borough for travel for 32  
13 athletes and three coaches of the Nordic Ski Club of Fairbanks and the  
14 Nordic Ski Club of Anchorage for participation in the Junior Olympic Games  
15 at Lake Placid, New York, from February 25 to March 8, 1981.

16 \* Sec. 2. The appropriation made by this Act shall be disbursed in  
17 accordance with AS 37.05.315.

18 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
19 070(c).

Alaska State Legislature

SENATOR BETTYE FAHRENKAMP  
CHAIRMAN, RESOURCES COMMITTEE

4016 EVERGREEN  
FAIRBANKS ALASKA 99701

907-478-3550



Senate

WHILE IN JUNEAU  
POUCH V  
JUNEAU, ALASKA 99811  
OFFICE 907-465-3763  
RESOURCES COMMITTEE  
907-465-3834  
HOME 907-789-9182

MEMORANDUM

TO: Senate Finance Committee  
FROM: Senator *Bettye* Fahrenkamp  
DATE: SB 205 relating to a special appropriation for  
the Nordic Ski Clubs.

The original \$35,000 requested in this bill was part of the amount spent to send Alaskan junior ski trials winners to the Junior Olympic Games in Lake Placid, New York, from February 25 through March 5, 1981. The request covered the partial expenses of 32 nordic skiers and three coaches; their transportation, room and board.

Unfortunately, three days of rain ruined the Lake Placid ski conditions and the site was moved to Steamboat Springs, Colorado. The cost per skier remained approximately the same.

The ski trials took place in Fairbanks on the weekends of February 7, 14 and 21. Approximately 75 children (ages 14 - 18) competed. Every member of the United States Ski Association was invited.

1 IN THE SENATE

BY THE CONFERENCE COMMITTEE

2 CONFERENCE CS FOR SENATE BILL NO. 205

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-  
7 tion bonds in the amount of \$233,127,900 for the purpose  
8 of paying the cost of construction of and improvements  
9 to airport, port, marine highway, harbor, highway and  
10 other transportation facilities; and providing for an  
11 effective date."

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

13 \* Section 1. For the purpose of paying the cost of construction of and  
14 improvements to airport, port, marine highway, harbor, highway, and other  
15 transportation facilities, general obligation bonds of the state in the  
16 principal amount of not more than \$231,127,900 shall be issued and sold.  
17 None of these bonds may be issued or sold until February 15, 1983. The  
18 full faith, credit, and resources of the state are pledged to the payment of  
19 the principal of and interest and redemption premium, if any, on these bonds.  
20 These bonds shall be issued under the provisions of AS 37.15 as those pro-  
21 visions read at the time of issuance.

22 \* Sec. 2. If the issuance of these bonds is authorized by the qualified  
23 voters of the state, a special fund of the state to be known as the "1982  
24 Transportation Construction Fund" shall be established, to which shall be  
25 credited the proceeds of the sale of the bonds described in sec. 1 of this  
26 Act except for the accrued interest and premiums.

27 \* Sec. 3. The amount of \$80,484,700 is appropriated from the "1982  
28 Transportation Construction Fund" to the Department of Transportation and  
29 Public Facilities for the following highways projects:

	ALLOCATION	APPROPRIATION
1		
2		41,498,000
3	<b>Central Region Highways</b>	
4	(1) AC Couplet	1,000,000
5	(2) Seward Highway Rehabilitation	8,000,000
6	(3) Supplemental Ch. 113/138/118/120/50/ 80/247/249	923,000
7	(4) Boniface Interchange	425,000
8	(5) Naknek Beach Access	4,400,000
9	(6) Dimond Boulevard	1,250,000
10	(7) Highway Program Contingency	1,300,000
11	(8) Preliminary Engineering Projects	50,000
12	(9) Advanced Project Definition	650,000
13	(10) Boniface Parkway DeBarr/Tudor	5,000,000
14	(11) Near Island Bridge	14,000,000
15	(12) Kenai Roads	2,000,000
16	(13) Petersville Road Upgrade	2,500,000
17	<b>Interior Region Highways</b>	
18		29,818,000
19	(1) Richardson Highway Rehabilitation	8,000,000
20	(2) Richardson Highway Mile 129 to 186 Rehabilitation	4,220,000
21	(3) Richardson Highway Mile 127 to 129	460,000
22	(4) Tok Highway Mile 30 to 91	5,030,000
23	(5) Richardson Highway Mile 192 to 208	1,580,000
24	(6) Alaska Highway Yerrick Area	710,000
25	(7) Nome Street Drainage Study	220,000
26	(8) Contingency	1,000,000
27	(9) Advance Project Definition	400,000
28	(10) Dalton Highway Resurface	2,000,000
29	(11) Richardson Highway Mile 138 to 148	

1	reconstruction	540,000	
2	(12) Local Transportation Planning	120,000	
3	(13) South Fairbanks Expressway Parks to Pagar	647,000	
4	(14) Nome Council Highway Mile 32 to 42	1,140,000	
5	(15) Nome Council Highway Mile 16 to 22	380,000	
6	(16) Stockpile Materials	380,000	
7	(17) St. Michaels - Stebbins Road	3,000,000	
8	<b>Southeast Region Highways</b>	<b>7,468,700</b>	
9	(1) Petersburg Main Street	700,000	
10	(2) Haines Flood Repair & Dike	500,000	
11	(3) Hydaburg Road	4,000,000	
12	(4) Old Glacier Highway	125,000	
13	(5) North Doughas Highway Overlay	68,700	
14	(6) Mitkoff Highway	120,000	
15	(7) Klondike Highway Paving	90,000	
16	(8) Lutak Road	125,000	
17	(9) Improved Surface Maintenance	360,000	
18	(10) Highway Contingency	1,000,000	
19	(11) Southeast Transportation Study Update	350,000	
20	(12) Starrgavin Creek Culverts	30,000	
21	<b>Statewide Highway Safety and Bridges</b>	<b>1,700,000</b>	
22	(1) Safety Improvements	900,000	
23	(2) Bridges	600,000	
24	(3) Safety and Bridges Contingency	200,000	
25	* Sec. 4. The sum of \$16,250,000 is appropriated from the "1982		
26	Transportation Construction Fund" to the Department of Transportation and		
27	Public Facilities for the following marine highway system projects.		
28	<b>Marine Highways, Statewide</b>	<b>16,250,000</b>	
29	(1) Major Vessel Component Replacement	4,600,000	

1	(2) Matanuska & Malaspina Repower	3,400,000
2	I (3) Shore Facilities Upgrade Statewide	2,900,000
3	(4) Feeder Vessel Improvements	650,000
4	(5) Advance Project Definition	50,000
5	(6) Vessel Condition Survey	300,000
6	(7) Mainline Vessel Repl. Study	250,000
7	(8) Repower M/V Columbia Supplement	2,000,000
8	(9) Contingency Statewide	1,000,000
9	(10) Ferry System Annual Improvement	2,000,000

10     \* Sec. 5. The sum of \$34,957,600 is appropriated from the "1982  
11 Transportation Construction Fund" to the Department of Transportation  
12 and Public Facilities for the following airport improvement projects:

13	Central Region Aviation	23,490,000
14	(1) King Salmon West Apron	3,100,000
15	(2) Advanced Project Definition	250,000
16	(3) Aviation Master Plan	650,000
17	(4) Domestic Terminal Renovation, Anchorage	
18	International Airport	18,000,000
19	(5) Runway 6/L Overlay, Anchorage Inter-	
20	national Airport	390,000
21	(6) Annual Improvements, Anchorage Inter-	
22	national Airport	500,000
23	(7) Equipment, Anchorage International	
24	Airport	500,000
25	(8) Fort Glenn Airport Reconnaissance	100,000
26	Interior Region Aviation	6,695,000
27	(1) Kotzebue Runway Repair	2,750,000
28	(2) Nome Runway Repairs & Fencing	1,875,000
29	(3) Deadhorse Apron Seal Coating	110,000

1	(4) Kotzebue Airport Master Plan	165,000	
2	(5) Advance Project Definition	150,000	
3	(6) Aviation Project Contingency	500,000	
4	(7) Birch Creek RW Extension	193,900	
5	(8) Deadhorse Airport Master Plan	200,000	
6	(9) Fairbanks Area System Evaluation	270,000	
7	(10) Deadhorse CFR Pad/Taxiway	482,000	
8	<b>Southeast Region Aviation</b>		<b>4,766,600</b>
9	(1) Ketchikan Runway Overlay	2,500,000	
10	(2) Angoon Airport Construction	840,000	
11	(3) Aviation Contingency	500,000	
12	(4) Klawock Runway Extension	926,600	

\* Sec. 6. The sum of \$37,005,000 is appropriated from the "1982 Transportation Construction Fund" to the Department of Transportation and Public Facilities for the following port and harbor projects:

16	<b>Central Region Ports &amp; Harbors</b>		<b>15,400,000</b>
17	(1) Homer Small Boat Harbor	5,000,000	
18	(2) Harbor & Marine Master Plan	300,000	
19	(3) St. Paul Harbor	8,000,000	
20	(4) St. George Harbor PE	500,000	
21	(5) Unalaska Dock Design	500,000	
22	(6) Sand Point PE	350,000	
23	(7) Kodiak Harbor PE	500,000	
24	(8) Alaska Peninsula Road Feasibility Study	250,000	
25	<b>Interior Region Ports &amp; Harbors</b>		<b>3,270,000</b>
26	(1) Unalakleet Seawall Study	60,000	
27	(2) Kotzebue Erosion Control Reconnaissance	110,000	
28	(3) Advance Project Definition	100,000	
29	(4) Kotzebue Erosion Control	3,000,000	

1 Southeast Region Ports & Harbors 18,335,000

2 (1) Ketchikan Vessel Maintenance Facility 10,000,000  
3 (2) Yakutat Dock and Harbor 2,000,000  
4 (3) Pelican Harbor Improvements 700,000  
5 (4) Juneau Launch Ramp 300,000  
6 (5) Tenakee Springs Harbor 1,000,000  
7 (6) Contingency Repairs 200,000  
8 (7) Advanced Project Definition 30,000  
9 (8) Craig North Cove Breakwater 1,300,000  
10 (9) Elfin Cove Harbor Float 230,000  
11 (10) Regional Harbor Refuge Floats 1,075,000  
12 (11) Sitka Dock & Port Facility 1,500,000

13 \* Sec. 7. The sum of \$13,436,600 is appropriated from the "1982  
14 Transportation Construction Fund" to the Department of Transportation and  
15 Public Facilities for the following transportation facilities, equipment  
16 and projects:

17 Transportation facilities & equipment 9,611,400

18 (1) Cooper Landing Maintenance Facility 700,000  
19 (2) Maintenance Equipment Purchase 2,464,000  
20 (3) Dalton Highway Mod. Housing Unit 2,600,000  
21 (4) Maintenance Equipment Purchase 1,260,000  
22 (5) Hydaburg Shop PE 158,400  
23 (6) Craig/Klawok Shop 200,000  
24 (7) Maintenance Equipment Purchase 619,000  
25 (8) Juneau Shop Improvements 50,000  
26 (9) Anchorage Parts Room Addition 60,000  
27 (10) Soldotna Pole Shed 50,000  
28 (11) Dillingham Pole Shed 50,000  
29 (12) Haines Pole Shed 50,000

1	(13) Juneau Pole Shed	50,000
2	(14) Palmer Shop Addition	350,000
3	(15) Valdez Shop Addition	200,000
4	(16) Fairbanks Shop Addition	250,000
5	(17) Seward Shop Addition	250,000
6	(18) Anchorage Shop Addition	250,000
7		
8	<b>Statewide Multi-Modal Transportation Projects</b>	<b>3,825,200</b>
9	(1) Mapping	50,000
10	(2) Claims Contingency	3,000,000
11	(3) Cost of Bond Sales	775,200

\* Sec. 8. The amount of \$17,800,000 is appropriated from the "1982 Transportation Construction Fund" to the following municipalities for the following projects:

- (1) Municipality of Anchorage
  - Parking garage - within 4th avenue on the north, 8th Avenue on the south, Barrow on the East, and D Street on the West. 6,000,000
- (2) Seward 5,000,000
  - Fourth of July Creek Port
- (3) Unalaska Airport Improvements 2,800,000
- (4) Matanuska Susitna Borough 1,500,000
  - Point MacKenzie Road
- (5) Juneau Municipal Airport 2,500,000

\* Sec. 9. The amount of \$20,350,000 is appropriated from the "1982 Transportation Construction Fund" to the Department of Transportation and Public Facilities for the following highway projects:

North Douglas Road Extension	1,000,000
Back Loop Road Reconstruction/Bikeway	500,000

1	Funny River Bridge	4,000,000
2	Boniface Parkway	4,350,000
3	Spenard Road Improvements	4,500,000
4	Secondary Roads, Interior Region	3,100,000
5	Richardson Access Roads	2,900,000

6 \* Sec. 10. The sum of \$9,700,000 is appropriated from the "1982 Trans-  
7 portation Construction Fund" to the Department of Transportation and Public  
8 Facilities for the following airport improvement projects:

9	Sitka Airport	1,700,000
10	Bethel Airport Apron Expansion	1,500,000
11	Nome Airport	1,500,000
12	Kotlik Runway Improvement	1,200,000
13	Holy Cross Runway Expansion	1,300,000
14	Togiak Airport Relocation and other S.W. Airport Needs	2,500,000

15 \* Sec. 11. The sum of \$3,000,000 is appropriated from the "1982 Trans-  
16 portation Construction Fund" to the Department of Transportation for the  
17 Bethel Dock.

18 \* Sec. 12. The sum of \$150,000 is appropriated from the "1982  
19 Transportation Construction Fund" to the Department of Community and Regional  
20 Affairs for Craig/Prince of Wales Transportation and Service Planning.

21 \* Sec. 13. The appropriations for projects made in this Act may be re-  
22 appropriated among the projects by law.

23 \* Sec. 14. If the issuance of these bonds is authorized by the qualified  
24 voters of the state, the amount of \$825,000 or as much of that amount as it  
25 found necessary is appropriated from the general fund of the state to the  
26 state bond committee to carry out the provisions of this Act and to pay  
27 expenses incident to the sale and issuance of the bonds authorized in this  
28 Act. The amounts expended from the appropriation authorized by this section  
29 shall be reimbursed to the general fund from the proceeds of the sale of the

1 bonds authorized by this Act.

2 \* Sec. 15. The amount withdrawn from the public facility planning  
3 fund for the purpose of advance planning for the improvements financed under  
4 this Act shall be reimbursed to the fund from the proceeds of the sale of  
5 bonds authorized by this Act.

6 \* Sec. 16. The question whether the bonds authorized in this Act are  
7 to be issued shall be submitted to the qualified voters of the state at the  
8 next general election and shall read substantially as follows:

9 **Proposition**

10 **State General Obligation Transportation Construction**

11 **Bonds \$233,127,900**

12 Shall the state of Alaska issue its general obligation bonds  
13 in the principal amount of not more than \$233,127,900 for the  
14 purpose of paying the cost of construction of and improvements  
15 to airport, port, marine highway, harbor, highway and  
16 other transportation facilities?

17 **Bonds Yes ( )**

18 **Bonds No ( )**

19 \* Sec. 17. This Act takes effect immediately in accordance with  
20 AS 01.10.070(c).

# COMMITTEE REPORT

## HOUSE

FURTHER:

(11)

5/11/82

Date: 5-15-82

Mr. Speaker: (Taken from Rules  
returned to Finance) 5/11/82

The Committee on Finance has had HCBSB 205(Fin)

"An Act making a special appropriation to the Fairbanks North Star Borough for the Nordic Ske Club of Fairbanks and the Nordic Ski Club of Anchorage; and providing for an effective date."

under consideration and reports it back as follows:

- [ ] do pass [ ] do not pass  
[ ] do pass with attached amendments(s)  
[X] replace with <sup>2A H</sup> CS for SB 205 (Finance) [ ] same title  
[X] new title  
and recommends do pass  
[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note  
[ ] reports it back without recommendation  
[ ] referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

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MEMBERS HAVING  
OTHER RECOMMENDATIONS:

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CHAIRMAN

Original sponsors: Fahrenkamp, Bennett,  
Kerttula and Dankworth

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 2d HOUSE CS FOR SENATE BILL NO. 205 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-  
7 tion bonds in the amount of \$229,475,000 for the purpose  
8 of paying the cost of construction of and improvements  
9 to airport, port, marine highway, harbor, highway and  
10 other transportation facilities; and providing for an  
11 effective date."

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

13 \* Section 1. For the purpose of paying the cost of construction of and  
14 improvements to airport, port, marine highway, harbor, highway, and other  
15 transportation facilities, general obligation bonds of the state in the  
16 principal amount of not more than \$229,475,000 shall be issued and sold. The  
17 full faith, credit, and resources of the state are pledged to the payment of  
18 the principal of and interest and redemption premium, if any, on these bonds.  
19 These bonds shall be issued under the provisions of AS 37.15 as those pro-  
20 visions read at the time of issuance.

21 \* Sec. 2. If the issuance of these bonds is authorized by the qualified  
22 voters of the state, a special fund of the state to be known as the "1982  
23 Transportation Construction Fund" shall be established, to which shall be  
24 credited the proceeds of the sale of the bonds described in sec. 1 of this  
25 Act except for the accrued interest and premiums.

26 \* Sec. 3. The amount of \$29,701,000 is appropriated from the "1982 Trans-  
27 portation Construction Fund" to the Department of Transportation and Public  
28 Facilities for the following port and harbor projects:

29 Southeast Region

1 (1) Sitka dock and port \$ 1,500,000

2 Central Region

3 (1) Saint Paul boat harbor 8,000,000

4 (2) Valdez commercial boat harbor 3,000,000

5 (3) Seward facilities 5,000,000

6 (4) Cordova small boat harbor 1,000,000

7 (5) Homer small boat harbor supplemental 6,800,000

8 (6) Ouzinkie barge landing 250,000

9 (7) Saint George harbor planning  
10 and engineering 500,000

11 (8) Kodiak harbor planning and engineering 500,000

12 (9) Unalaska dock design and planning 350,000

13 (10) Newhalen dock facility 500,000

14 Interior Region

15 (1) Nenana dock expansion 1,500,000

16 (2) Unalakleet small boat harbor and dock 801,000

17 \* Sec. 4. The amount of \$27,400,000 is appropriated from the "1982 Trans-  
18 portation Construction Fund" to the Department of Transportation and Public  
19 Facilities for the following marine highway system projects:

20 (1) Ketchikan vessel maintenance facility \$22,000,000

21 (2) Columbia repower 2,000,000

22 (3) Matanuska and Malaspina repower 3,400,000

23 \* Sec. 5. (a) The amount of \$56,160,000 is appropriated from the "1982  
24 Transportation Construction Fund" to the Department of Transportation and  
25 Public Facilities for the following highway projects:

26 Southeast Region

27 (1) Stikine - Evergreen \$ 2,000,000

28 (2) Petersburg road improvements 2,000,000

29 (3) Hoonah road improvements 1,600,000

1	(4) North Douglas road extension	1,000,000
2	(5) Back Loop Road reconstruction and	
3	bikeways	1,000,000
4	Central Region	
5	(1) Point McKenzie road	5,000,000
6	(2) Funny River bridge	6,250,000
7	(3) Anchor River road - phase I	3,550,000
8	(4) East Homer road	4,100,000
9	(5) Near Island bridge	14,000,000

10	Interior Region	
11	(1) Elliott Highway at Fox to seven	
12	mile	1,050,000
13	(2) Richardson Highway, mile 192 to	
14	mile 208	1,580,000
15	(3) Tok Highway - mile 30 to mile 91	5,030,000
16	(4) Alaska Highway - US border to Tok	6,000,000
17	(5) Dalton Highway rehabilitation	2,000,000

18 (b) The amount of \$71,979,000 is appropriated from the "1982 Transpor-  
 19 tation Construction Fund" to the following municipalities for the following  
 20 projects:

21		Allocations	Appropriations
22	(1) Municipality of Anchorage		\$59,475,000
23	(A) Parking garage	\$10,000,000	
24	(B) Boniface interchange	425,000	
25	(C) Dimond Boulevard -		
26	Minnesota to Jewel Lake	11,300,000	
27	(D) Spenard Road improvements	4,800,000	
28	(E) Coastal trail - phase III	2,000,000	
29	(F) Boniface Parkway-Debarr		

1	to Tudor	12,850,000	
2	(G) Raspberry Road improve-		
3	ments (Jewel Lake to		
4	Minnesota)	11,100,000	
5	(H) Transit facility and		
6	buses	7,000,000	
7	(2) Fairbanks North Star Borough		5,404,000
8	(A) Service area road projects		
9	as follows: Total	3,809,000	
10	Aztec service area	378,000	
11	Lallaine Lake service area	25,000	
12	Becker Ridge service area	200,000	
13	Chena Spur service area	400,000	
14	College service area	970,000	
15	Lakloey Hill service area	377,000	
16	Summit Drive service area	700,000	
17	Sunny Hills Terrace service		
18	area	125,000	
19	University Heights service		
20	area	186,000	
21	Violet Drive service area	50,000	
22	Viewpointe service area	241,000	
23	Wildview service area	157,000	
24	(B) Trails and bikeways		
25	development	1,000,000	
26	(C) Bus fleet rehabilitation		
27	and shelters	595,000	
28	(3) City of Fairbanks		6,300,000
29	(A) Old Steese Highway re-		

1	construction	3,300,000	
2	(B) Aurora subdivision street		
3	reconstruction	1,550,000	
4	(C) Fairbanks townsite street		
5	reconstruction	1,450,000	
6	(4) City of North Pole for North Pole		
7	paving - phase IV		800,000

8 \* Sec. 6. (a) The amount of \$25,956,000 is appropriated from the "1982  
9 Transportation Construction Fund" to the Department of Transportation and  
10 Public Facilities for the following airport improvement projects:

11 Southeast Region

12 (1) Sitka airport improvements \$ 1,700,000

13 Central Region

14	(1) Togiak airport relocation	3,475,000
15	(2) New Stuyahok cross runway	1,016,000
16	(3) Manokotak crosswind runway	1,500,000
17	(4) Portage Creek airport upgrade	475,000
18	(5) Tooksook Bay relocation	3,500,000
19	(6) Holy Cross runway extension	2,000,000
20	(7) Mountain Village runway construction	1,000,000
21	(8) Sleetmute runway improvements	1,000,000
22	(9) Alakanuk runway lighting	170,000
23	(10) Holy Cross runway lighting	170,000
24	(11) Hughes runway lighting	170,000
25	(12) Mulato runway lighting	170,000
26	(13) Ruby runway improvements	700,000
27	(14) Beaver runway lighting	170,000
28	(15) Anchorage runway 6/L overlay	390,000

29 Interior Region

1	(1) Kotzebue runway repairs	2,750,000
2	(2) Kotlik runway and improvements	1,700,000
3	(3) Elim runway and upgrade	2,000,000
4	(4) Koyuk runway and improvements	1,300,000
5	(5) Kotzebue AAFA facility	600,000

6 (b) The amount of \$18,279,000 is appropriated from the "1982 Transporta-  
7 tion Construction Fund" to the following municipalities for the following  
8 airport projects:

9 Central Region

10	(1) City of Unalaska for the	
11	Unalaska airport	10,769,000
12	(2) City of Manokotak for airport	
13	road gravel overlay	500,000
14	(3) City of McGrath for ramp construction	1,500,000

15 Interior Region

16	(1) North Slope Borough for	
17	(A) Atkasuk runway improvement and	
18	terminal building	3,500,000
19	(B) Nuiqsut navigational aids	90,000
20	(C) Anaktuvuk Pass navigational aids	90,000
21	(D) Anaktuvuk Pass terminal building	100,000
22	(E) Nuiqsut terminal building	100,000
23	(2) City of Noorvik for crosswind runway	
24	lighting	308,000
25	(3) City of Kobuk for navigational aids	90,000
26	(4) City of Shungnak for runway lighting	308,000
27	(5) City of White Mountain for runway lighting	308,000
28	(6) City of Shismaref for runway lighting	308,000
29	(7) City of Deering for runway lighting	308,000

1 \* Sec. 7. The appropriations for projects made in this Act may be re-  
2 appropriated among the projects by law.

3 \* Sec. 8. If the issuance of these bonds is authorized by the qualified  
4 voters of the state, the amount of \$803,200 or as much of that amount as is  
5 found necessary is appropriated from the general fund of the state to the  
6 state bond committee to carry out the provisions of this Act and to pay  
7 expenses incident to the sale and issuance of the bonds authorized in this  
8 Act. The amounts expended from the appropriation authorized by this section  
9 shall be reimbursed to the general fund from the proceeds of the sale of the  
10 bonds authorized by this Act.

11 \* Sec. 9. The amount withdrawn from the public facility planning fund for  
12 the purpose of advance planning for the improvements financed under this Act  
13 shall be reimbursed to the fund from the proceeds of the sale of bonds autho-  
14 rized by this Act.

15 \* Sec. 10. The question whether the bonds authorized in this Act are to be  
16 issued shall be submitted to the qualified voters of the state at the next  
17 general election and shall read substantially as follows:

18 Proposition

19 State General Obligation Transportation Con-  
20 struction Bonds \$229,475,000

21 Shall the State of Alaska issue its general obligation bonds  
22 in the principal amount of not more than \$229,475,000 for the  
23 purpose of paying the cost of construction of and improvements  
24 to airport, port, marine highway, harbor, highway and other  
25 transportation facilities?

26 Bonds Yes [ ]

27 Bonds No [ ]

28 \* Sec. 11. This Act takes effect immediately in accordance with AS 01.10.-  
29 070(c).

FINAL

Pegues  
5/15/82

corrections page 5+6

Original sponsors: Fahrenkamp, Bennett,  
Kerttula and Dankworth

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 2d HOUSE CS FOR SENATE BILL NO. 205 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-  
7 tion bonds in the amount of \$229,475,000 for the purpose  
8 of paying the cost of construction of and improvements  
9 to airport, port, marine highway, harbor, highway and  
10 other transportation facilities; and providing for an  
11 effective date."

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

13 \* Section 1. For the purpose of paying the cost of construction of and  
14 improvements to airport, port, marine highway, harbor, highway, and other  
15 transportation facilities, general obligation bonds of the state in the  
16 principal amount of not more than \$229,475,000 shall be issued and sold. The  
17 full faith, credit, and resources of the state are pledged to the payment of  
18 the principal of and interest and redemption premium, if any, on these bonds.  
19 These bonds shall be issued under the provisions of AS 37.15 as those pro-  
20 visions read at the time of issuance.

21 \* Sec. 2. If the issuance of these bonds is authorized by the qualified  
22 voters of the state, a special fund of the state to be known as the "1982  
23 Transportation Construction Fund" shall be established, to which shall be  
24 credited the proceeds of the sale of the bonds described in sec. 1 of this  
25 Act except for the accrued interest and premiums.

26 \* Sec. 3. The amount of \$29,701,000 is appropriated from the "1982 Trans  
27 portation Construction Fund" to the Department of Transportation and Public  
28 Facilities for the following port and harbor projects:

29 Southeast Region

1 (1) Sitka dock and port \$ 1,500,000

2 Central Region

3 (1) Saint Paul boat harbor 8,000,000

4 (2) Valdez commercial boat harbor 3,000,000

5 (3) Seward facilities 5,000,000

6 (4) Cordova small boat harbor 1,000,000

7 (5) Homer small boat harbor supplemental 6,800,000

8 (6) Ouzinkie barge landing 250,000

9 (7) Saint George harbor planning  
0 and engineering 500,000

1 (8) Kodiak harbor planning and engineering 500,000

2 (9) Unalaska dock design and planning 350,000

3 (10) Newhalen dock facility 500,000

4 Interior Region

5 (1) Nenana dock expansion 1,500,000

6 (2) Unalakleet small boat harbor and dock 801,000

7 \* Sec. 4. The amount of \$27,400,000 is appropriated from the "1982 Trans-  
8 portation Construction Fund" to the Department of Transportation and Public  
9 Facilities for the following marine highway system projects:

0 (1) Ketchikan vessel maintenance facility \$22,000,000

1 (2) Columbia repower 2,000,000

2 (3) Matanuska and Malaspina repower 3,400,000

3 \* Sec. 5. (a) The amount of \$56,160,000 is appropriated from the "1982  
4 Transportation Construction Fund" to the Department of Transportation and  
5 Public Facilities for the following highway projects:

6 Southeast Region

7 (1) Stikine - Evergreen \$ 2,000,000

8 (2) Petersburg road improvements 2,000,000

9 (3) Hoonah road improvements 1,600,000

- (4) North Douglas road extension 1,000,000
- (5) Back Loop Road reconstruction and bikeways 1,000,000

Central Region

- (1) Point McKenzie road 5,000,000
- (2) Funny River bridge 6,250,000
- (3) Anchor River road - phase I 3,550,000
- (4) East Homer road 4,100,000
- (5) Near Island bridge 14,000,000

Interior Region

- (1) Elliott Highway at Fox to seven mile 1,050,000
- (2) Richardson Highway, mile 192 to mile 208 1,580,000
- (3) Tok Highway - mile 30 to mile 91 5,030,000
- (4) Alaska Highway - US border to Tok 6,000,000
- (5) Dalton Highway rehabilitation 2,000,000.

(b) The amount of \$71,979,000 is appropriated from the "1982 Transportation Construction Fund" to the following municipalities for the following projects:

	Allocations	Appropriations
(1) Municipality of Anchorage		\$59,475,000
(A) Parking garage	\$10,000,000	
(B) Boniface interchange	425,000	
(C) Dimond Boulevard - Minnesota to Jewel Lake	11,300,000	
(D) Spenard Road improvements	4,800,000	
(E) Coastal trail - phase III	2,000,000	
(F) Boniface Parkway-Debarr		

1	to Tudor	12,850,000	
2	(G) Raspberry Road improve-		
3	ments (Jewel Lake to		
4	Minnesota)	11,100,000	
5	(H) Transit facility and		
6	buses	7,000,000	
7	(2) Fairbanks North Star Borough		5,404,000
8	(A) Service area road projects		
9	as follows: Total	3,809,000	
10	Aztec service area	378,000	
11	Ballaine Lake service area	25,000	
12	Becker Ridge service area	200,000	
13	Chena Spur service area	400,000	
14	College service area	970,000	
15	Lakloey Hill service area	377,000	
16	Summit Drive service area	700,000	
17	Sunny Hills Terrace service		
18	area	125,000	
19	University Heights service		
20	area	186,000	
21	Violet Drive service area	50,000	
22	Viewpointe service area	241,000	
23	Wildview service area	157,000	
24	(B) Trails and bikeways		
25	development	1,000,000	
26	(C) Bus fleet rehabilitation		
27	and shelters	595,000	
28	(3) City of Fairbanks		6,300,000
29	(A) Old Steese Highway re-		

	construction	3,300,000
(B)	Aurora subdivision street reconstruction	1,550,000
(C)	Fairbanks townsite street reconstruction	1,450,000
(4)	City of North Pole for North Pole paving - phase IV	800,000

\* Sec. 6. (a) The amount of \$26,856,000 is appropriated from the "1982 Transportation Construction Fund" to the Department of Transportation and Public Facilities for the following airport improvement projects:

Southeast Region

(1) Sitka airport improvements \$ 1,700,000

Central Region

- (1) Togiak airport relocation 3,475,000
- (2) New Stuyahok cross runway 1,016,000
- (3) Manokotak crosswind runway 1,500,000
- (4) Portage Creek airport upgrade 475,000
- (5) Tooksook Bay relocation 3,500,000
- (6) Holy Cross runway extension 2,000,000
- ~~(7) McGrath ramp construction 1,500,000~~
- (8) Mountain Village runway construction 1,000,000
- (9) Sleetmute runway improvements 1,000,000
- (10) Alakanuk runway lighting 170,000
- (11) Holy Cross runway lighting 170,000
- (12) Hughes runway lighting 170,000
- (13) Nulato runway lighting 170,000
- (14) Ruby runway improvements 700,000
- (15) Beaver runway lighting 170,000
- (16) Anchorage runway 6/L overlay 390,000

1 Interior Region

- 2 (1) Kotzebue runway repairs 2,750,000  
3 (2) Kotlik runway and improvements 1,700,000  
4 (3) Elim runway and upgrade 2,000,000  
5 (4) Koyuk runway and improvements 1,300,000  
6 (5) Kotzebue AAFA Facility 600,000

7 (b) The amount of \$17,379,000 is appropriated from the "1982 Transporta-  
8 tion Construction Fund" to the following municipalities for the following  
9 airport projects:

9 Central Region

- 10 (1) City of Unalaska for the  
11 Unalaska airport 10,769,000  
12 (2) City of Manokotak for airport  
13 road gravel overlay 500,000

14 (3) City of McGrath for ramp construction 1,500,000

14 Interior Region

- 15 (1) North Slope Borough for  
16 (A) Atkasuk runway improvement and  
17 terminal building 3,500,000  
18 (B) Nuiqsut navigational aids 90,000  
19 (C) Anaktuvuk Pass navigational aids 90,000  
20 (D) Anaktuvuk Pass terminal building 100,000  
21 (E) Nuiqsut terminal building 100,000  
22 ~~(2) City of Kotzebue for AAFA facility 600,000~~  
23 (3) City of Noorvik for crosswind runway  
24 lighting 308,000  
25 (4) City of Kobuk for navigational aids 90,000  
26 (5) City of Shungnak for runway lighting 308,000  
27 (6) City of White Mountain for runway lighting 308,000  
28 (7) City of Shismaref for runway lighting 308,000  
29 (8) City of Deering for runway lighting 308,000

\* Sec. 7. The appropriations for projects made in this Act may be re-appropriated among the projects by law.

\* Sec. 8. If the issuance of these bonds is authorized by the qualified voters of the state, the amount of \$803,200 or as much of that amount as is found necessary is appropriated from the general fund of the state to the state bond committee to carry out the provisions of this Act and to pay expenses incident to the sale and issuance of the bonds authorized in this Act. The amounts expended from the appropriation authorized by this section shall be reimbursed to the general fund from the proceeds of the sale of the bonds authorized by this Act.

\* Sec. 9. The amount withdrawn from the public facility planning fund for the purpose of advance planning for the improvements financed under this Act shall be reimbursed to the fund from the proceeds of the sale of bonds authorized by this Act.

\* Sec. 10. The question whether the bonds authorized in this Act are to be issued shall be submitted to the qualified voters of the state at the next general election and shall read substantially as follows:

Proposition

State General Obligation Transportation Construction Bonds \$229,475,000

Shall the State of Alaska issue its general obligation bonds in the principal amount of not more than \$229,475,000 for the purpose of paying the cost of construction of and improvements to airport, port, marine highway, harbor, highway and other transportation facilities?

Bonds Yes [ ]
Bonds No [ ]

\* Sec. 11. This Act takes effect immediately in accordance with AS 01.10.-

(c).

COMMITTEE REPORT

HOUSE

FURTHER:

3/23/81

(11)

Date: 4-23-82

Mr. Speaker:

The Committee on FINANCE has had SB 205

"An Act making a special appropriation to the Fairbanks North Star Borough for the Nordic Ski Club of Fairbanks and the Nordic Ski Club of Anchorage; and providing for an effective date."

under consideration and reports it back as follows:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for SB 205 (FIN)  same title  
 new title  
 and recommends do pass
- 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:

[Signature]

[Signature]

[Signature]

[Signature]

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

[Signature]

[Signature]

[Signature]

\_\_\_\_\_

\_\_\_\_\_

[Signature]  
CHAIRMAN

Original sponsors: Fahrenkamp, Bennett,  
Kerttula and Dankworth

Offered: 4/23/82  
Referred: Rules

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2

HOUSE CS FOR SENATE BILL NO. 205 (Finance)

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

TWELFTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act providing for the issuance of general obligation bonds in the amount of \$43,049,200 for the purpose of paying the cost of construction of and improvements to airport, port, and other transportation facilities; and providing for an effective date."

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

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\* Section 1. For the purpose of paying the cost of construction of and improvements to airport, port, and other transportation facilities, general obligation bonds of the state in the principal amount of not more than \$43,049,200 shall be issued and sold. The full faith, credit, and resources of the state are pledged to the payment of the principal of and interest and redemption premium, if any, on these bonds. These bonds shall be issued under the provisions of AS 37.15 as those provisions read at the time of issuance.

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24

\* Sec. 2. If the issuance of these bonds is authorized by the qualified voters of the state, a special fund of the state to be known as the "1982 Transportation Construction Fund" shall be established, to which shall be credited the proceeds of the sale of the bonds described in sec. 1 of this Act except for the accrued interest and premiums.

25

26

27

\* Sec. 3. The amount of \$16,000,000 is appropriated from the "1982 Transportation Construction Fund" to the Department of Transportation and Public Facilities for the following port and harbor projects:

28

29

(1) Saint Paul boat harbor	\$ 8,000,000
(2) Valdez commercial boat harbor	3,000,000

1 (3) Nome port 5,000,000

2 \* Sec. 2. The amount of \$9,929,200 is appropriated from the "1982 Trans-  
3 portation Construction Fund" to the Department of Transportation and Public  
4 Facilities for the following road and bridge projects:

5 (1) Funny River bridge \$ 6,250,000

6 (2) Service areas road in Fairbanks North

7 Star Borough 3,679,200

8 \* Sec. 3. The amount of \$13,740,000 is appropriated from the "1982 Trans-  
9 portation Construction Fund" to the Department of Transportation and Public  
10 Facilities for the following airport improvement projects:

11 (1) New Stuyahok crossway \$ 1,500,000

12 (2) Kaktovik runway improvements 1,200,000

13 (3) Ketchikan runway improvements and equipment 1,500,000

14 (4) Mountain Village runway improvements 1,800,000

15 (5) Chalkyitsik runway improvements 440,000

16 (6) Unalaska airport - Phase I 5,000,000

17 (7) Koyuk runway improvements 800,000

18 (8) Tooksook Bay relocation 1,500,000

19 \* Sec. 4. The amount of \$3,080,000 is appropriated from the "1982 Trans-  
20 portation Construction Fund" to the Department of Transportation and Public  
21 Facilities for airport runway lighting in the following communities:

22 (1) Tununak \$ 308,000

23 (2) Manokotak 308,000

24 (3) New Stuyahok 308,000

25 (4) Red Devil 308,000

26 (5) Hughes 308,000

27 (6) Beaver 308,000

28 (7) Shungnak 308,000

29 (8) Noorvik 308,000

1 (9) Kobuk 308,000  
2 (10) Deering 308,000

3 \* Sec. 5. The amount of \$300,000 is appropriated from the "1982 Transpor-  
4 tation Construction Fund" to the Department of Transportation and Public  
5 Facilities for terminal buildings at the following locations:

6 (1) Nulato \$ 100,000  
7 (2) Anaktuvuk Pass 100,000  
8 (3) Elim 100,000

9 \* Sec. 6. The appropriations for projects made in this Act may be re-  
10 appropriated among the projects by law.

11 \* Sec. 7. If the issuance of these bonds is authorized by the qualified  
12 voters of the state, the amount of \$150,672 or as much of that amount as is  
13 found necessary is appropriated from the general fund of the state to the  
14 state bond committee to carry out the provisions of this Act and to pay  
15 expenses incident to the sale and issuance of the bonds authorized in this  
16 Act. The amounts expended from the appropriation authorized by this section  
17 shall be reimbursed to the general fund from the proceeds of the sale of the  
18 bonds authorized by this Act.

19 \* Sec. 8. The amount withdrawn from the public facility planning fund for  
20 the purpose of advance planning for the improvements financed under this Act  
21 shall be reimbursed to the fund from the proceeds of the sale of bonds author-  
22 ized by this Act.

23 \* Sec. 9. The question whether the bonds authorized in this Act are to be  
24 issued shall be submitted to the qualified voters of the state at the next  
25 general election and shall read substantially as follows:

26 Proposition  
27 State General Obligation Transportation Con-  
28 struction Bonds \$43,049,200  
29 Shall the State of Alaska issue its general obligation bonds

1 in the principal amount of not more than \$43,049,200 for the  
2 purpose of paying the cost of construction of and improvements  
3 to the following listed airport, port, and other transportation  
4 facilities?

5 Harbors and Ports

6 Saint Paul boat harbor \$ 8,000,000  
7 Valdez commercial boat harbor 3,000,000  
8 Nome port 5,000,000

9 Roads and Bridges

10 Funny River bridge \$ 6,250,000  
11 Service areas road in Fairbanks North  
12 Star Borough 3,679,200

13 Airport Improvements

14 New Stuyahok crossway \$ 1,500,000  
15 Kaktovik runway improvements 1,200,000  
16 Ketchikan runway improvements and equipment 1,500,000  
17 Mountain Village runway improvements 1,800,000  
18 Chalkyitsik runway improvements 440,000  
19 Unalaska airport - Phase I 5,000,000  
20 Koyuk runway improvements 800,000  
21 Tooksook Bay relocation 1,500,000

22 Airport Runway Lighting at:

23 Tununak \$ 308,000  
24 Manokotak 308,000  
25 New Stuyahok 308,000  
26 Red Devil 308,000  
27 Hughes 308,000  
28 Beaver 308,000  
29 Shungnak 308,000

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Noorvik	308,000
Kobuk	308,000
Deering	308,000

Terminal Buildings at:

Nulato	\$ 100,000
Anaktuvuk Pass	100,000
Elim	100,000

Bonds Yes [ ]

Bonds No [ ]

\* Sec. 10. This Act takes effect immediately in accordance with AS 01.10.070(c).

Funding Information  
General Fund \$35,000  
Other Funds -0-  
\$35,000

Introduced: 2/23/81  
Referred: Finance

1 IN THE SENATE

BY FAHRENKAMP, BENNETT,  
KERTTULA AND DANKWORTH

2 SENATE BILL NO. 205

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Fairbanks  
7 North Star Borough for the Nordic Ski Club of Fairbanks  
8 and the Nordic Ski Club of Anchorage; and providing  
9 for an effective date."

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

11 \* Section 1. The sum of \$35,000 is appropriated from the general fund  
12 for payment as a grant to the Fairbanks North Star Borough for travel for 32  
13 athletes and three coaches of the Nordic Ski Club of Fairbanks and the  
14 Nordic Ski Club of Anchorage for participation in the Junior Olympic Games  
15 at Lake Placid, New York, from February 25 to March 8, 1981.

16 \* Sec. 2. The appropriation made by this Act shall be disbursed in  
17 accordance with AS 37.05.315.

18 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
19 070(c).

Alaska State Legislature



Senate

SENATOR BETTYE FAHRENKAMP  
CHAIRMAN, RESOURCES COMMITTEE

4016 EVERGREEN  
FAIRBANKS ALASKA 99701

907-479-3550

WHILE IN JUNEAU  
POUCH V  
JUNEAU, ALASKA 99811  
OFFICE 907-465-3763  
RESOURCES COMMITTEE  
907-465-3834  
HOME 907-789-9182

MEMORANDUM

TO: Senate Finance Committee

FROM: Senator *Bettye* Fahrenkamp

DATE: SB 205 relating to a special appropriation for  
the Nordic Ski Clubs.

The original \$35,000 requested in this bill was part of the amount spent to send Alaskan junior ski trials winners to the Junior Olympic Games in Lake Placid, New York, from February 25 through March 5, 1981. The request covered the partial expenses of 32 nordic skiers and three coaches; their transportation, room and board.

Unfortunately, three days of rain ruined the Lake Placid ski conditions and the site was moved to Steamboat Springs, Colorado. The cost per skier remained approximately the same.

The ski trials took place in Fairbanks on the weekends of February 7, 14 and 21. Approximately 75 children (ages 14 - 18) competed. Every member of the United States Ski Association was invited.







Senator Bill Ray  
Chairman

# Alaska State Legislature

## Senate

### Committee on Transportation

Official Business  
Pouch V  
State Capitol  
Juneau, Alaska 99811

TO: Senator Don Bennett, Co-Chairman  
Senator Ed Dankworth, Co-Chairman  
Committee on Finance

FROM: Senator Bill Ray, Chairman  
Committee on Transportation

*BR*

DATE: April 27, 1982

RE: Senate Bill 207, Making a special appropriation for construction  
of a Nome port facility.

The Transportation Committee considers the Nome port facility feasible  
but questions the method of financing. We believe it should be better  
considered in a bond issue.

Funding Information  
General Fund \$26,242,000  
Other Funds -0-  
\$26,242,000

Introduced: 2/24/81  
Referred: Transportation and  
Finance

1 IN THE SENATE

BY FERGUSON

2 SENATE BILL NO. 207

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation for construc-  
7 tion of a Nome port facility; and providing for an  
8 effective date."

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

10 \* Section 1. The sum of \$26,242,000 is appropriated from the general  
11 fund to the Department of Transportation and Public Facilities for construc-  
12 tion of a Nome port facility.

13 \* Sec. 2. The appropriation made by this Act is for a capital project  
14 and is subject to AS 37.25.020.

15 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
16 070(c).

ALASKA STATE LEGISLATURE

TWELFTH Legislature FIRST Session

SENATE BILL NO. 207

By FERGUSON

"An Act making a special appropriation for construction of a Nome port facility; and providing for an effective date."

Introduced in the Senate 2/24/ 19 81

HISTORY IN THE SENATE

19 81

2

Read first time and referred to Committee on Transportation and Finance

1982  
28

Reported back with recommendation that *pass - 3mo re to fin*

Read second time and

Read third time and

PASS Effective Date  
Yeas Yeas  
Nays Nays  
Absent Absent  
Excused Excused

Reconsideration

PASS Effective Date  
Yeas Yeas  
Nays Nays  
Absent Absent  
Excused Excused

Reported correctly engrossed  
Signed by President  
Sent to House

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19

Read first time and referred to Committee on

Reported back with recommendation that

Read second time and

Read third time and

PASS Effective Date  
Yeas Yeas  
Nays Nays  
Absent Absent  
Excused Excused

Reconsideration

PASS Effective Date  
Yeas Yeas  
Nays Nays  
Absent Absent  
Excused Excused

Reported correctly engrossed  
Signed by Speaker  
Returned to Senate

CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19

Received from House

To enrolling

not

Reported correctly enrolled

Sent to Governor

..... by Governor

Filed with Lt. Governor

Chapter No. ....

Funding Information  
General Fund \$26,242,000  
Other Funds -0-  
\$26,242,000

Introduced: 2/24/81  
Referred: Transportation and  
Finance

1 IN THE SENATE

BY FERGUSON

2

SENATE BILL NO. 207

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

TWELFTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation for construc-  
7 tion of a Nome port facility; and providing for an  
8 effective date."

8

9

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

10

\* Section 1. The sum of \$26,242,000 is appropriated from the general  
11 fund to the Department of Transportation and Public Facilities for construc-  
12 tion of a Nome port facility.

13

\* Sec. 2. The appropriation made by this Act is for a capital project  
14 and is subject to AS 37.25.020.

14

15

\* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
16 070(c).

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# Alaska State Legislature

## Senate

### Committee on Transportation

Senator Bill Ray  
Chairman

Official Business  
Pouch V  
State Capitol  
Juneau, Alaska 99811

TO: Senator Don Bennett, Co-Chairman  
Senator Ed Dankworth, Co-Chairman  
Committee on Finance

FROM: Senator Bill Ray, Chairman  
Committee on Transportation

*BR*

DATE: April 27, 1982

RE: Senate Bill 207, Making a special appropriation for construction  
of a Nome port facility.

The Transportation Committee considers the Nome port facility feasible  
but questions the method of financing. We believe it should be better  
considered in a bond issue.

THE LEGISLATURE OF THE STATE OF ALASKA  
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. Senate Bill No. 207

Title Special Appropriation for Construction of a Nome Port Facility

Requested by Senator Frank Ferguson

Date 2/24/81

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected Ports and Harbors

BRU, Program, or Subprogram(s) Affected \_\_\_\_\_

(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)

	FY81	FY82	FY83	FY84	FY85	FY86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL	26,242,000					
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL	\$26,242,000					

FUNDING (Thousands of Dollars)

GENERAL FUND	26,242,000					
FEDERAL FUNDS						
OTHER(Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

A. Assumptions: Port facility cost is based on the configuration developed by the City of Nome's consultant.

B. Operational Summary: (1) no new positions would be needed. (2) no major expenditures are required. Operational costs would be borne by the City of Nome. Operational costs should be offset by port tariffs. (3) N/A. (4) N/A

IV. DATE 3/9/81

PREPARED BY Jonathan A. Widdis

AGENCY DOT/PF

PHONE 479-4284

Original: Legislative Finance  
cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/80)

*JAW*

- C. Computations: The total cost of \$26,242,000 is based on the Nome Port Feasibility Study by Tetra Tech dated June 30, 1980.
- D. Economic Impact: This project will provide a large boost in short-term construction employment on the local level. A decrease in lighterage costs are expected. This will provide both direct and indirect economic benefits to all residents of the area. Other longer term economic benefits could result from having the transportation structure in place capable of handling significant mineral and mining development.



COMMITTEE REPORT  
SENATE

2/24/81

FURTHER Finance

Date:

3/3/81

Mr. President:

The Committee on TRANSPORTATION has had SB 208

making a special appropriation to the Dept. of Transportation & Public Facilities for illumination of Egan Drive

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
- and recommends \_\_\_\_\_  new title
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

Bill Ray

~~J. ...~~

John Gilman

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

2 M. Edwards - No Res

1 Bill Ray  
CHAIRMAN

Funding Information  
General Fund \$1,500,000  
Other Funds -0-  
\$1,500,000

Introduced: 2/24/81  
Referred: Transportation and  
Finance

1 IN THE SENATE

BY RAY AND ZIEGLER

2 SENATE BILL NO. 208

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 illumination of Egan Drive; and providing for an  
9 effective date."

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

11 \* Section 1. The sum of \$1,500,000 is appropriated from the general fund  
12 to the Department of Transportation and Public Facilities for the installa-  
13 tion of continuous illumination on Egan Drive from Norway Point to Mendenhall  
14 Loop Road.

15 \* Sec. 2. The appropriation made by this Act is for a capital project  
16 and is subject to AS 37.25.020.

17 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
18 070(c).

ALASKA STATE LEGISLATURE

TWELFTH Legislature FIRST.. Session

SENATE BILL..... NO. 208...

By RAY, ZIEGLER.....

"An Act making a special appropriation to the Department of Transportation and Public Facilities for illumination of Egan Drive; and providing for an effective date."

Introduced in the Senate ..... 2/24/ 19. 81

HISTORY IN THE SENATE

19	81	Read first time and referred to Committee on
2	24	Transportation and Finance
3	4	Reported back with <i>Transp.</i> recommendation that <i>3 do pass</i> <i>1 no rec, to Finance</i>
		Read second time and
		Read third time and
		PASS Effective Date
		Yeas Yeas
		Nays Nays
		Absent Absent
		Excused Excused
		Reconsideration
		PASS Effective Date
		Yeas Yeas
		Nays Nays
		Absent Absent
		Excused Excused
		Reported correctly engrossed
		Signed by President
		Sent to House

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19		Read first time and referred to Committee on
		Reported back with recommendation that
		Read second time and
		Read third time and
		PASS Effective Date
		Yeas Yeas
		Nays Nays
		Absent Absent
		Excused Excused
		Reconsideration
		PASS Effective Date
		Yeas Yeas
		Nays Nays
		Absent Absent
		Excused Excused
		Reported correctly engrossed
		Signed by Speaker
		Returned to Senate

CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19		Received from House
		To enrolling
		Reported correctly enrolled
		Sent to Governor
		..... by Governor
		Filed with Lt. Governor
		Chapter No. ....

Pegues

Original sponsors: Ray and Ziegler

Funding Information

General Fund	\$2,975,000
Other Funds	-0-
	<u>\$2,975,000</u>

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 208 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making special appropriations to the Depart-  
7 ment of Transportation and Public Facilities for  
8 highway and road projects; and providing for an effec-  
9 tive date."

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

11 \* Section 1. The sum of \$1,500,000 is appropriated from the general fund  
12 to the Department of Transportation and Public Facilities for the installa-  
13 tion of continuous illumination on Egan Drive from Norway Point to  
14 Mendenhall Loop Road.

15 \* Sec. 2. The sum of \$750,000 is appropriated from the general fund to  
16 the Department of Transportation and Public Facilities for road projects at  
17 Kake including resurfacing of three and one-half miles o. .oad, a drainage  
18 system, street widening, rock cribbing on Front Street, blacktopping, guard  
19 rails, parking space and a turn-around.

20 \* Sec. 3. The sum of \$300,000 is appropriated from the general fund to  
21 the Department of Transportation and Public Facilities to provide a sub-base  
22 driving surface along the existing road from the Hoonah ferry terminal to  
23 the airport.

24 \* Sec. 4. The sum of \$25,000 is appropriated from the general fund to  
25 the Department of Transportation and Public Facilities for drainage improve-  
26 ments for Good River Road and Tong Road in Gustavus.

27 \* Sec. 5. The sum of \$400,000 is appropriated from the general fund to  
28 the Department of Transportation and Public Facilities for road improvements  
29 in Angoon including retopping the road from the school to the boat harbor.

Pegues

1 \* Sec. 6. The appropriations made by this Act are for capital projects  
2 and are subject to AS 37.25.020.

3 \* Sec. 7. This Act takes effect immediately in accordance with AS 01.10.-  
4 070(c).

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Funding Information  
General Fund \$1,500,000  
Other Funds -0-  
\$1,500,000

Introduced: 2/24/81  
Referred: Transportation and  
Finance

1 IN THE SENATE

BY RAY AND ZIEGLER

2 SENATE BILL NO. 208

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 illumination of Egan Drive; and providing for an  
9 effective date."

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

11 \* Section 1. The sum of \$1,500,000 is appropriated from the general fund  
12 to the Department of Transportation and Public Facilities for the installa-  
13 tion of continuous illumination on Egan Drive from Norway Point to Mendenhall  
14 Loop Road.

15 \* Sec. 2. The appropriation made by this Act is for a capital project  
16 and is subject to AS 37.25.020.

17 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
18 070(c).

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THE LEGISLATURE OF THE STATE OF ALASKA  
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST  
 Bill/Resolution No. SB 208  
 Title Spec. appropriation to DOTPF for illumination of Egan Drive.  
 Requested by Sens. Ray and Ziegler Date 2/25/81

II. FISCAL DETAIL  
 Agency Affected Dept. of Transportation & Public Facilities  
 Program Category Affected \_\_\_\_\_  
 BRU, Program, or Subprogram(s) Affected \_\_\_\_\_  
 (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 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		171.0	20.0	20.0	20.0	20.0
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES		18.0	18.0	18.0	18.0	18.0
500 EQUIPMENT		1,342.0				
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
<b>TOTAL</b>		<b>1,531.0</b>	<b>38.0</b>	<b>38.0</b>	<b>38.0</b>	<b>38.0</b>

FUNDING (Thousands of Dollars)

GENERAL FUND	1,531.0	38.0	38.0	38.0	38.0
FEDERAL FUNDS					
OTHER (Specify Fund Source)					

POSITIONS

FULL TIME					
PART TIME			1	1	1
TEMPORARY					

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

This project will provide for the preliminary engineering required to prepare plans, specifications, and estimates for the installation of continuous illumination along the Egan Drive from Norway Point to the Loop Road intersection. Approximately 200 luminaries and standards will have to be installed along with the buried electrical conductors and control devices.

Electricity for operation is estimated to be \$18,000 per year which is shown as a 400 code item.

Maintenance is estimated to be \$20,000 per year and is included as a personal services entry. The addition of this maintenance responsibility may require the addition of one part time employee to the present staff. The other expenses included as personal services included \$50,000 for preliminary engineering and \$101,000 for construction engineering by Department of Transportation & Public Facilities personnel.

IV. DATE March 6, 1980 PREPARED BY Morton Cook and Charles Gasperek  
 AGENCY Department of Transportation & Public Facilities  
 PHONE 789-0841

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

*[Handwritten Signature]*

THE LEGISLATURE OF THE STATE OF ALASKA  
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST  
 Bill/Resolution No. CSB 208  
 Title Spec. appropriation to DOT/PF  
 Requested by Sens. Ray and Ziegler Date 5/22/81

II. FISCAL DETAIL  
 Agency Affected Department of Transportation and Public Facilities  
 Program Category Affected \_\_\_\_\_  
 BRU, Program, or Subprogram(s) Affected \_\_\_\_\_  
 (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 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		420.2	20.0	20.0	20.0	20.0
200 TRAVEL						
300 CONTRACTUAL		2,554.8				
400 COMMODITIES			18.0	18.0	18.0	18.0
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
<b>TOTAL</b>		2,975.	38.0	38.0	38.0	38.0

FUNDING (Thousands of Dollars)

GENERAL FUND		2,975.0	38.0	38.0	38.0	38.0
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME			1	1	1	1
TEMPORARY						

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

(1) Egan Illumination - This project will provide for the preliminary engineering required to prepare plans, specifications, and estimates for the installation of continuous illumination along the Egan Drive from Norway Point to the Loop Road intersection. Approximately 200 luminaries and standards will have to be installed along with the buried electrical conductors and control devices.

Electricity for operation is estimated to be \$18,000 per year which is shown as a 400 code item.

Maintenance is estimated to be \$20,000 per year and is included as a personal services entry. The addition of this maintenance responsibility may require the addition of one part time employee to the present staff. The other expenses included as personal services included \$50,000 for preliminary engineering and \$101,000 for construction engineering by the Department of Transportation and Public Facilities.

IV. DATE 5/26/81 PREPARED BY Morton Cook and Charles Gasperek  
 AGENCY Department of Transportation & Public Facilities  
 PHONE 789-08411

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

(2) Good River and Tong Roads in Gustavus - This appropriation (\$25,000) would provide light clearing, grading, retopping and ditching along the Good River and the Tong Roads using local equipment and labor with minimal administrative assistance from regional DOT/PF personnel. This improvement would be a one time appropriation and would not include any maintenance obligation on the DOT/PF as neither road is state maintained.

(3) Hoonah Ferry Terminal to the Airport - This appropriation (\$300,000) would provide for a sub-base graded material placed on the existing road from the ferry terminal to the airport. The 22' width of the existing roadway would not change. This improvement would not change the state's expenditures for maintenance along the road. Hoonah presently maintains the road between the ferry terminal and the airport under an agreement with the state. This roadway maintenance costs the state approximately \$2,000 per month and would not increase or decrease as a result of this appropriation.

(4) Kake Roads - This appropriation (\$750,000) would provide for upgrading approximately 3.5 miles of roads in the Kake area. It would provide grading and drainage, rock cribbing where required, and black top surfacing, plus providing a turn-around near the north end of town. The roads in the Kake area are presently maintained by state forces. This appropriation would not appreciably increase or decrease the current expenses (\$145,000) for this maintenance.

(5) Angoon Roads - This appropriation (\$400,000) would provide for upgrading the roads within the community of Angoon and the road to the small boat harbor south of town. It would provide for retopping the existing roads with additional gravel material. At present, Angoon maintains the roads in this area and this appropriation would not increase or decrease the state's cost for maintenance.



COMMITTEE REPORT  
SENATE

2/24/81

FURTHER: Finance

Date:

3/3/81

Mr. President:

The Committee on TRANSPORTATION has had SB 209

making a special appropriation for fire fighting equipment for the City of Whittier

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)  same title
- replace with CS for \_\_\_\_\_  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

Bill Ray

[Signature]

Alan Gelman

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

2 [Signature] No Re

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1 Bill Ray  
CHAIRMAN

Funding Information  
General Fund \$178,400  
Other Funds -0-  
\$178,400

Introduced: 2/24/81  
Referred: Transportation and  
Finance

1 IN THE SENATE

BY KERTTULA

2 SENATE BILL NO. 209

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation for fire fight-  
7 ing equipment for the City of Whittier; and providing  
8 for an effective date."

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

10 \* Section 1. The sum of \$178,400 is appropriated from the general fund  
11 for payment as a grant to the City of Whittier for purchase of a fire truck  
12 and radio equipment for fire fighting.

13 \* Sec. 2. The appropriation made by this Act shall be disbursed in  
14 accordance with AS 37.05.315.

15 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
16 070(c).

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29 COMMITTEE COPY

ALASKA STATE LEGISLATURE

TWELFTH Legislature FIRST Session

SENATE BILL NO. 209

By KERTTULA

"An Act making a special appropriation for fire fighting equipment for the City of Whittier; and providing for an effective date."

Introduced in the Senate 2/24/ 1981

HISTORY IN THE SENATE

19	31	Read first time and referred to Committee on										
2	24	Transportation and Finance										
3	4	Reported back with <i>Transp. recommendation that 3<sup>rd</sup> pass (no rec), to Finance.</i>										
		Read second time and										
		Read third time and										
		<table border="0"> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
PASS	Effective Date											
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		<table border="0"> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
PASS	Effective Date											
Yeas	Yeas											
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Absent	Absent											
Excused	Excused											
		Reported correctly engrossed										
		Signed by President										
		Sent to House										
SECRETARY OF THE SENATE												

HISTORY IN THE HOUSE

19		Read first time and referred to Committee on										
		Reported back with recommendation that										
		Read second time and										
		Read third time and										
		<table border="0"> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
PASS	Effective Date											
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Nays	Nays											
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Excused	Excused											
		Reconsideration										
		<table border="0"> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
PASS	Effective Date											
Yeas	Yeas											
Nays	Nays											
Absent	Absent											
Excused	Excused											
		Reported correctly engrossed										
		Signed by Speaker										
		Returned to Senate										
CHIEF CLERK OF THE HOUSE												

HISTORY IN THE SENATE

19		Received from House
		To enrolling
		Reported correctly enrolled
		Sent to Governor
		..... by Governor
		Filed with Lt. Governor
		Chapter No. ....

Funding Information  
General Fund \$178,400  
Other Funds -0-  
\$178,400

Introduced: 2/24/81  
Referred: Transportation and  
Finance

1 IN THE SENATE

BY KERTTULA

2 SENATE BILL NO. 209

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation for fire fight-  
7 ing equipment for the City of Whittier; and providing  
8 for an effective date."

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

10 \* Section 1. The sum of \$178,400 is appropriated from the general fund  
11 for payment as a grant to the City of Whittier for purchase of a fire truck  
12 and radio equipment for fire fighting.

13 \* Sec. 2. The appropriation made by this Act shall be disbursed in  
14 accordance with AS 37.05.315.

15 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
16 070(c).

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4/8/81

SENATE BILL 209 (Spec. Approp. fire fighting equipment for Whittier)

2-24-81 Introduced by Senator Kerttula  
Ref: Senate Transportation and Finance

3-4-81 Passed out by the Transportation committee with 3 'do pass'  
recommendations and 1 'no rec' (Dankworth)

Summary:

Whittier presently has 2 pumper trucks.....a 1949 Ford which is inoperable due to various leaks caused when it was frozen up during a power outage in 1975 and a 1952 Howe which is operational but antiquated. The Howe cannot pump straight from hydrant to fire and has difficulty maintaining 150-200 gallons per minute pumping pressure. Approximately every 2½ minutes the pumper must be shut down for 1 minute to recharge. (See Fire pictures)

Note: House Bill 378 is identical bill in House

4-2-81 Bill passed out of House Transportation with 5 'do pass'  
recommendations and 1 'do not pass' (Fanning)

SB 209 (special appropriation for fire fighting equipment for the  
City of Whittier)

Revised costs of fire truck and fire-fighting radio equipment for Whittier:

FIRE TRUCK . . . . .	\$175,000
RADIO EQUIPMENT . . . . .	<u>20,689</u>
TOTAL	\$195,689

The revised costs were provided by Chief Livingston by phone February 27. Subsequent to initial costs provided by manufacturers, Chief Livingston learned from Becker Fire Equipment that the chassis price of the fire truck had once again been increased, bringing the fire truck total to \$175,000.

Chief Livingston was also notified by Motorola, Inc. that quotes for cost of two pieces of radio equipment had been in error, and that an additional \$2,500 was required for each (\$5,000); thus the Fire Department will need \$20,689 for emergency radio equipment.

# City of Whittier

TELEPHONE 907/472-2337  
P.O. BOX 608  
WHITTIER, ALASKA 99693  
January 16, 1981

472-2330

*new estimate*  
\$175,000

Jay Kertulla;

Please consider our request for a new fire truck for Whittier, Alaska. The bid for this truck comes to \$162,650.00 from Becker Fire Equipment of Casper Wyo. The bid for 2 way radios from Motorola of Anchorage comes to \$15,689.00. These radios are for 2 fire trucks, 1 ambulance, 1 base station and 3 portable units. This is a considerable sum, however I will attempt to justify it.

*new estimate*  
← 20,689

1. This truck is a class "A" pumper, and is basically the same truck that the Steese VFD received last year at approx. \$129,000.00. The chassis price alone went up \$10,000.00 due to inflation since last year. This is the only 4 wheel drive chassis we have found heavy enough to meet our needs. We are also asking for extra capabilities that the Steese truck does not have.

- A. Full foam capability with 150 gal foam tank, turret and portable monitor for petroleum and harbor fires.
- B. 1500 gallon per min. vs 1000 gal per min. on the Steese truck.
- C. Built in 3kw generator with 2 telescoping floodlights for emergency lighting.

2. Of our present 2 trucks, the 1949 Ford is inoperable due to various leaks incurred when it froze during a power outage in 1975. The standby generator was inoperable at that time. The 1952 Howe is operational but is hard pressed to maintain 150-200 gallons per min. This truck was originally a 500 gallon pumper with a 500 gal capacity. We cannot pump straight through from hydrant to the fire. After approx 2 1/2 min. pumping we must shut down for 1 min. and recharge the truck tank. On a fire of any magnitude this is a very unworkable situation. Most of our members are not professional truck drivers and have troubles shifting the spur gear 5 speed with any degree of success. Our present pumper summed up is complicated to operate, hard to drive and needs more Geritol than we can afford.

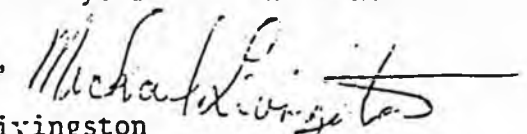
The new unit would have the ability to serve Whittier as it grows in years to come, plus meeting our present needs.

Becker Fire Equipment has supplied the majority of fire trucks for Alaska for the past 2 years and has enjoyed a good reputation in our state.

We would appreciate your help as our elected representative on this matter. Becker Equipment advised us that Senator Sacketts office has been of great assistance in securing trucks for other communities on a very short time basis.

Thank you for your time and consideration.

Sincerely,



Michael Livingston  
Fire Chief  
Whittier Volunteer Fire Dept.

proposal

City of Whittier  
 Fire Chief  
 Whittier, Alaska 99502

QTY	DESCRIPTION	UNIT PRICE	EXTENDED PRICE	
1	L53JJB1190M - VHF, 4 frequency, 60 watt MITREK SUPER CONSOLETTTE Base Station (local control)	<del>1,930.00</del> 2,250.00	<del>1,930.00</del> 2,250.00	2250.00
1	TDD6481 6 dB Gain Base Station Antenna	<del>244.00</del> 298.00	244.00 298.00	298.00
1	TDN6596 100' 1/2" Foam Heliax Transmission Line	<del>180.00</del> 223.00	180.00 223.00	223.00
2	T53JJA1900K MITREK Mobile, VHF, 4 Frequency, 60 Watts	<del>1,325.00</del> 1330.00 1580.00	<del>2,650.00</del> 2660.00 1580.00	2660.00 1580.00
3	H33BSU1144N MT500 Portable, UHF, 4 Frequency, 5 Watts	<del>1,399.00</del> 1670.00	<del>4,194.00</del> 5010.00	5010.00
<del>2</del>	<del>NLN4528 Swivel Case With T Strap</del>	<del>36.00</del>	<del>90.00</del>	
3	NLN4565 Rapid Rate Charger	<del>120.00</del> 125.00	360.00 384.00	384.00
TOTAL			<del>59,542.00</del>	\$12,405.00

Airfreight - FOB Destination

\$12,405.00

Installation at ~~500.00~~ per day (Time and Materials) not including transportation from Portal to Portal.

2450.00

Total monthly maintenance including parts and labor on mail in basis at ~~59.50~~ per month.

14,855.00

Customer to provide 2" mounting pipe for base station antenna

834.00

Terms: 20% downpayment - net 10 days on balance

Prices quoted are FOB factory. Quotation good for 60 days.

\$15,689.00

Delivery in approximately 56 days from receipt of order

Prepared by: ~~William J. Morrison~~ Dave McUltee

Total Needed

Date: ~~October 30, 1979~~ Jan. 14-1981

Flr 2 Fire Trucks, 1 Base Station, 1 Ambulance, 3 Portables w/chargers.

NOTE: Conversion of the Auto-Phone Patch and Air Raid Siren can be done with (1) Encoder Board and (1) Decoder Board and some minor modifications to the Auto-Phone Patch. Total cost including labor \$1,750.00.

## HENDRICKSON CUSTOM CHASSIS

39,120 GVW 178" WB

FRONT AXLE : 16,000 capacity Rockwell FDS #1600 series front drive axle

REAR AXLE : 23,120 capacity Eaton #23121 with power divider rear axle 4.56 to 1 maximum road speed 63 m.p.h.

BRAKES : Full air brakes, 12 CFM compressor - low pressure indicator (Buzzer and Light) FMVSS 121 Auto skid brake system Extra cooling with auto shutters and manual override

ELECTRIC : 145 amp Delco alternator MOD 1117152 Two 220 amp batteries with Cole Hersee switch Hinged electric panel in cab dash Front turn signals and single headlights Cab and canopy dome lights

ENGINE : Detroit Diesel 8V-71 in W/C-70 injectors 316 HP

TRANSMISSION: Allison automatic HT-740 with lock-out and heat exchanger

FUEL TANK : 50 gallon fuel tank mounted behind rear axle

FRAME : 9-13/16" x 3-1/4" x 5/16" mild carbon steel Frame 50,000 PSI yield - 14.43 C.I. S, per rail RBM 721,235

STEERING : Shephard HD M-492 power steering

FRONT SUSPENSION : Progressive vari rate

WHEELS : Front - 11:00 x 20 16pr Michelin Rear - 11.00 x 20 16 ply - Mud and Snow Michelin

CAB : Model 1871 S, 5-man square canopy cab Two-piece tinted glass windshield Chrome cab frame trim Variable speed air operated windshield wipers and washers Gauge package - speedometer, tachometer, Hourmeter, voltmeter, ammeter, oil pressure, Water temperature, fuel and air pressure Transmission temperature gauge, transmission pressure Gauge, ignition pilot light AB battery starter buttons and glove box Polished aluminum louvered air intake grille, each side Custom padded dash, doors, headliners and seats Black Bostrom T-bar Viking, 4-way adjustable - black Passenger bench seat with storage compartment - black 34,000 BTU Heater and Defroster Dual SS wide angle Vel-Vac, Two-piece stainless steel front bumper, 95" wide with chrome tow eyes Bendix and Westinghouse Air Dryer Spare front tire and rim Two (2) defroster fans Parking brake with indicator light Phillips 1500 watt block heater w/110 volt Plug mounted at left cab step

CHASSIS TRIM PACKAGE:

Chassis trim package shall include front fenders trimmed with 1/8" aluminum diamond plate on both horizontal and vertical surfaces.

Cab entrance steps shall be constructed of 1/8" aluminum diamond plate to provide a skid resistant surface for easy access to cab, also inside lower portion of cab doors shall have 1/8" aluminum diamond kick plates.

Two (2) vertical handrails shall be mounted behind each cab door, handrails shall be 1-1/4" diameter stainless steel tubing with chrome stanchions.

Two (2) aluminum louvered air intakes located behind cab doors shall be provided.

Two (2) stainless steel wide angle mirrors shall be provided.

FRONT BUMPER:

One (1) heavily chromed front bumper 12-1/2" high and full 95" wide shall be provided.

CHROME TOW HOOKS:

Two heavily chromed tow hooks shall be mounted directly to frame extension, using 1/2" stainless steel bolts.

TRANSMISSION LOCKOUT: (Automatic Transmission)

The automatic transmission shall be equipped with a power lockout device. The transmission lockout shall prevent down shifting of transmission when engine speed is decreased or during pump operations, thereby maintaining a constant gear ratio. Transmission lockout shall be solenoid controlled type, automatically activated when placing pump in gear. Transmission lockout shall be automatically deactivated when disengaging pump for normal road operation.

GEAR SHIFT MANUAL LOCK:

Gear shift lever shall be equipped with a positive manual locking device as to eliminate transmission being accidentally knocked out of gear during pumping operations. The use of this device will also determine proper gear selection for pump operation.

REAR TOW EYES:

Two rear steel tow eyes 3/4" in thickness, solid type, directly attached to chassis frame and extended under tail board.

FUEL PACKAGE:

Rear mounted fuel tank shall have a 50 gallon capacity and shall meet requirements as specified in NFPA #1901. Fuel fill shall be located on left side of apparatus body. Fuel tank shall be constructed of 3/16" spark resistant aluminum. Fuel tank shall be insulated at mount using 1/4" rubber pads.

## CAB CANOPY:

A canopy extension for the seating of two (2) additional men in jump seats, facing aft, shall be provided. Canopy shall be an integral part of chassis cab. Canopy shall be heavily reinforced steel. Canopy roof shall have a removable steel plate, 32-1/2" x 44", to facilitate engine removal without cutting or burning of canopy should it ever become necessary. Two full windows, one each side, fitted to contour of canopy sides shall be provided.

Backrest and seat portion of jump seats shall be equipped with Emergency-One Mark IV air pack brackets. One jump seat shall be placed on each side of engine enclosure. Each jump seat shall be equipped with seat belts.

Engine enclosure between jump seats shall be constructed of 1/8" (.125) aluminum diamond plate. Engine compartment shall be readily accessible by horizontally hinged compartment doors. Complete engine enclosure shall be lined using 1/2" thick acoustical foam having a facing of aluminized polyester film for sound reduction, as well as high thermal reflectivity.

Sliding glass windows, easily accessible and removable for service, shall be provided in cab between jump seat compartment and cab interior.

## PUMP:

Pump shall be a Hale 1500 GPM, single stage, midship mounted, centrifugal type. Two 6" suction tubes, one each side, with chrome plated caps shall be included. Suction tube strainers shall be of the brass free flow rigid type of minimum flow resistance.

The pump body shall be of the split casting type. Lower casting can be easily removed for maintenance or inspection when required. Pump can be overhauled without disturbing piping or main pump body mounting. The pump shaft shall be ground, heat treated, stainless steel. Shaft shall be supported close to impeller to minimize deflection and whip. Minimum shaft deflection means less wear on shaft, packing, impellers, clearance rings and bearings. The impeller shall be of fine grain bronze mixed flow design. Individually hand balanced. Double suction inlets shall be opposed so that the axial hydraulic forces balance each other. Clearance rings shall be renewable bronze of wrap around design for higher efficiency. The packing shall be on low pressure side only with external adjustment. Outboard bearing built inside main pump body completely eliminates the need for packing on the high pressure side, normally a prime source of trouble. Packing rings shall be separated by corrosion inhibiting rings. Pump shall be constructed with a bronze split ring packing gland for easy replacement. Pump drive shaft shall be ground, heat treated, chrome nickel steel with 2: x 10" spline. The entire pump, both suction and discharge passage, shall be hydrostatically tested at 600 psi.

## CAPACITY RATINGS:

Pump, when dry, shall be capable of taking suction and discharging water in compliance with NFPA #1901. Pump shall be the class "A" type and shall deliver the percentage of rated capacities at pressures indicated below:

100% of rated capacity at 150 PSI net pump pressure  
100% of rated capacity at 165 PSI net pump pressure  
70% of rated capacity at 200 PSI net pump pressure  
50% of rated capacity at 250 PSI net pump pressure

## HEAT PAN:

The pump compartment shall be enclosed at the bottom by a removable heat pan for winter use. Engine exhaust heated.

## PUMP COMPARTMENT HEATER:

A hot water type heater shall be installed in pump compartment and plumbed to engine cooling system.

## PUMP AIR BLOW OUT:

An air blow out shall be plumbed to truck air system pump to blow out water for winter use.

### PUMP SHIFT:

Shift from road to pump shall be power operated with pump in gear indicator light on cab dash. Pump shift shall be 1/4 turn twist lock in either road or pump position.

### ELECTRIC PRIMER:

The priming pump housing is constructed of heat treated, hard anodized aluminum. Pump shall be electrically driven, positive displacement, rotary vane type.

Priming pump shall be automatically lubricated by means of a separate oil reservoir and shall be connected to prevent siphoning. Oil reservoir tank shall be located to allow for easy filling as well as checking of oil level. The pump and its priming valve are simultaneously actuated by a single panel control, located on pump operators control panel.

### RELIEF VALVE:

A relief valve for greater by-pass flow with less restriction and consequently, less pressure rise, shall be provided. The valve body shall be bronze and mounted in a bronze housing. Pressure is set by a chromed hand wheel using panel indicator light that is illuminated when valve is operating. The relief valve control wheel indicator light shall be mounted on the pump operators panel.

### PUMP COOLER:

Pump shall have a 3/8" line installed from pump discharge to booster tank to cool pump during sustained periods of pumping when water is not being discharged. Pump cooler shall be controlled from pump operators panel.

### AUXILIARY ENGINE COOLER:

Engine cooler used to lower engine water temperature during prolonged pumping operations and controlled at pump operators panel shall be provided. Engine cooler shall be installed in line with the engine water intake line in such a manner as to allow cool pump water to circulate around engine water, thus forming a true heat exchanger action. Cooler inlet and outlet shall be continuous, preventing intermixing of engine coolant and pump water.

### GATED INLET SUCTION:

Two (2) 2-1/2" gated suction valves with locking handle with strainer, controlled at operators pump panel, shall be provided. The valve shall be piped to suction tube with valve body behind pump panel. Suction inlet strainer shall be of the brass, free flow rigid loop type with minimum flow resistance. NST chrome inlet swivel with cap and chain shall be provided. Valve control handle shall be installed to operate vertically. One left and one right. Bleeders to be furnished.

### DECK GUN:

A Stang type 3" flange based monitor shall be piped to pan area directly over pump compartment. Plumbing shall be three inch gated at pump panel. Deck gun shall be equipped with an Akron 1750 master stream fog nozzle.

### DISCHARGE VALVES:

There shall be one 2-1/2" discharge gate at pump panel per 250 GPM capacity of pump. Valves shall be constructed of bronze and be quarter turn ball type of fixed pivot design, allowing for ease of operation at all operating pressures. Operating handles will be of the swing type locking into position by a slight clockwise twist of the handle. Valve controls shall be installed as to operate horizontally. National standard thread on all discharges and intakes. Chrome plated caps with chains will be included. All 2-1/2" discharges shall be furnished with a 3/4" line drain. Two left, two right, two rear.

### CROSSLAY HOSEBEDS (2):

Double crosslays shall be provided above front transverse compartment. Each crosslay section shall have capacity of 200' of 1-1/2" double jacket hose. Crosslay hose divider shall be extruded, ribbed type of aluminum to permit cross ventilation of hose and division of hose lines. Crosslay deck shall be entirely constructed from maintenance free 3/4" x 2-3/4" hollow aluminum extrusion.

Crosslay hose bed extrusion shall have a radiused ribbed top surface that is completely anodized.

Each crosslay section shall have one (1) 1-1/2" mechanical chicksan swivel hose connection, to permit use of hose from either side of apparatus without kinking, or restricting water flow.

Horizontal and vertical, 1-1/2" stainless steel, roller type, hose guides mounted in polished castings shall be furnished on each end of crosslay hose bed. A stainless steel roller with nylon guides set in a polished aluminum casting shall also be provided at each end of double crosslay hose divider.

Each 1-1/2" crosslay shall be individually controlled using chrome push-pull locking "T" handles located on pump operations panel. Each control shall be properly labeled for identification. A vinyl nylon reinforced crosslay cover shall be furnished to protect hose load.

### FOAM SYSTEM:

A Rockwood B-2 around the pump foam proportioning system shall be furnished and plumbed to allow foam discharge from all outlets. A 150 gallon stainless steel foam tank shall be furnished and plumbed directly to eductor. All controls to be pump panel mounted.

### PUMP TO TANK FILL LINE:

A 1-1/2" pump to tank line having a 1-1/2" valve shall be controlled at pump operators position using a locking chrome "T" handle.

### TANK TO PUMP:

One (1) 3" tank to pump line, having a 3" valve controlled at pump operators panel by locking chrome "T" handle, shall be provided. Tank to pump line shall also have a 3" check valve located within rear pump housing eliminating tank expansion from high inlet pressure surges. Connection from valve to tank shall be made using a noncollapsible, flexible rubber hump hose.

### PUMP PANELS:

Left and right pump panels shall be constructed of 14 gauge stainless steel. Panels shall have brushed satin nonglare finish for lasting appearance. Operators controls and gauges will be located at forward most portion of body on left side of body. All pump controls shall be marked with identification plates. Operators panel will be well lighted with lights protected from breakage. Pump panels will be completely removable.

The following gauge instruments and controls shall be provided at operators control panel:

- One (1) master pressure gauge, 4-1/2" diameter, 30-0-600 graduated
- One (1) master vacuum gauge, 4-1/2" diameter, 30-0-600 graduated
- Individual pressure gauges, 3-1/2" diameter, for all 2-1/2" and 1-1/2" discharges and deck gun
- One (1) deck gun control
- One (1) tank fill valve
- One (1) engine oil pressure gauge
- One (1) engine water temperature gauge
- One (1) electric tachometer
- One (1) engine speed counter outlet
- One (1) vernier engine throttle
- All discharge controls
- One (1) relief valve control with indicator light
- One (1) primer control
- One (1) auxiliary engine cooler control
- One (1) pump cooler control
- One (1) electric MC tank level gauge
- One (1) U.L. test gauge panel
- One (1) panel light with polished stainless steel cover
- One (1) 6" pump suction inlet with chrome long handle cap
- One (1) Underwriters' Laboratories acceptance test plate
- One (1) 2-1/2" gated suction control
- One (1) Tank to pump control

### COMPOUND PRESSURE GAUGE:

The compound pressure gauge shall be of the liquid filled type, using a liquid silicone solution to assure visual reading to within 1% accuracy for convenience and positive identification. This feature eliminates the need for snubber valves. Also eliminating the possibility of condensation forming on inner face of gauge.

### MASTER DRAIN VALVE:

A master push-pull drain valve, controlled at pump panel, shall be provided. Valve shall be located in pump compartment lower than main pump body and connected in such a manner as to allow complete water drainage. Water shall drain below apparatus body, away from pump operator.

### BOOSTER TANK:

Booster tank shall have a capacity of 1000 gallons. Booster tank shall be "T" shape in configuration, to permit deep side body compartments.

Tank shall have a combination surge tower, manual fill and overflow located at forward left-hand side of hose bed. Tank overflow shall be 3" diameter and dump behind rear wheels to permit maximum traction. Surge tower shall also have a stainless steel hinged cover with a removable expanded aluminum screen.

Tank outlet shall be located in sump, which is the lowest portion of the tank. Tank to pump line shall be a direct straight line to permit maximum water flow. Swash partitions and baffles shall be installed as specified in NFPA #1901. An antiwhirlpooling plate shall also be installed.

Tank will be mounted on hard rubber cushions to prevent metal to metal contact and isolate tank from road shock and vibration. Tank cushions shall be permanently mounted to body frame.

Booster tank shall be constructed of 1/4" marine grade aluminum plate. All water tank components shall be full seam corner welded internally and externally.

Booster tank shall be permanently protected from corrosion by a self power generating sacrificial zinc anode system. Anodes are to be permanently installed and completely maintenance free. Internal surfaces, sides, and bottom of tank shall be sandblasted to assure adhesion of a neoprene coating to further protect against corrosion.

Booster tank shall be completely removable without disturbing apparatus body or cab.

### BOOSTER TANK COVER:

Tank cover to be gasketed and bolted externally to outside flange of tank to eliminate any rusting of bolts and be completely removable to permit full access and entrance to all swash partitions.

### TANK LEVEL GAUGE:

Water level gauge shall be MC 5 bulb type, having five (5) lights and shall indicate water level at each graduation. Water level gauge shall be located on pump panel and placed in a well lighted position for night apparatus operation.

Apparatus body shall be entirely constructed of aluminum. Body framework shall be completely constructed from aluminum extrusions, that are beveled and electrically seam welded internally and externally at each joint. Each body corner shall be a 5" x 5" hollow aluminum extruded corner section with 1/8" wall thickness and be welded as an integral part of the frame. Corner extrusions shall have a 1-1/2" outside radius and a full length 1/8" internal extruded gusset. Horizontal frame members shall be aluminum extruded 1-1/2" x 4" with 3/16" wall thickness and 3/16" outside corner radius. Frame cross members shall be 3" x 3" x 3/8" wall structural aluminum extrusions. Cross members shall extend full width of body to support compartments. Wheel well frame shall be constructed from 1-1/2" x 4" hollow aluminum extrusion slotted full length to permit an internal fit for aluminum diamond plate which is internally fitted into these extrusions, and shall be held in place by electric welds. Complete apparatus body shall be free from all nuts, bolts, and sharp edges. Hose body shall be constructed of 3/16" aluminum plate welded to extruded superstructure frame. All horizontal surfaces, rear step, running board, walkways, and rear body surface shall be of welded aluminum diamond plate. Rear step shall be of 3/16" aluminum diamond plate.

Slanted beavertails to be provided at rear of body, shall give added support to rear step, and be framed with 3" x 3" square aluminum tubing with 1/4" radiused corners and 3/16" wall thickness.

Body shall have a heavy ribbed aluminum rub rail along each side of compartments and rear step. Rub rail shall be 3-1/4" wide with 1/4" wall thickness.

Each hose bed side shall be of 3/16" aluminum plate with a heavy ribbed aluminum extrusion welded to top and to match the lower body rub rails. The top of the hose bed sides shall be 3" wide and shall have rounded corners with 1/4" radius. All compartments shall be constructed from 1/8" formed aluminum plate. Compartment floors shall be constructed from 1/8" aluminum diamond plate welded in place. All compartment seams shall be sealed by using a permanent plyable silicone caulking, and machine louvered for adequate ventilation. External side compartment tops shall be constructed from 1/8" aluminum diamond plate formed outward to deflect water.

Compartment doors shall be constructed entirely from aluminum plate using a box pan configuration. Outer door plate shall be constructed from 3/16" aluminum plate and inner pan shall have 95 degree bends to form an internal drip rail. Compartment doors shall have double catching two point safety slam latches, Eberhard #206, (or equal). Latches to meet strength requirements for passenger doors, Federal Motor Vehicle Safety Standard #206. Door handles shall be heavy duty, stainless steel Hansen flush D-ring handles. D-ring handles shall have a slight break to facilitate easy access while using gloves. Latch mechanism shall be recessed inside double pan door. Doors shall be attached with full length stainless steel piano hinges. All vertically hinged doors shall have a stainless steel spring type door hold-open device. An inner spring shall have stainless steel restraining cable to limit door opening and case aluminum attach brackets.

Doors shall be fully gasketed with closed cell Neoprene sponge. Gasket shall have drip rail shape to carry off water.

## APPARATUS BODY COMPARTMENTATION:

Compartments shall have a minimum of 106 cubic feet total useable storage space. This area shall be divided into compartments as follows:

### Left Side:

One (1) ahead of rear wheels with vertically hinged single door, compartment shall be approximately 24" wide x 20" deep x 27" high and contain 7.5 cubic feet of storage. Opening shall be 27" wide x 24" high.

Two (2) over rear wheels with vertically hinged double doors. Each compartment shall be approximately 59" wide x 29-3/4" high x 10" deep and shall contain 5.0 cubic feet of storage. Opening shall be 57" wide x 24-3/4" high.

One (1) behind rear wheels with vertically hinged double door. Compartment shall be approximately 36" wide x 21" deep x 27" high and contain 12.0 cubic feet of storage. Opening shall be 34" wide x 27" high.

### Rear:

One (1) double door at rear step between beavertails. Compartment shall be approximately 48" wide x 27" high by 25" deep. Compartment shall connect with rear side compartments to form transverse compartment and contain 17.0 cubic feet of storage. Opening shall be 46" wide x 27" high.

### Right Side:

One (1) behind rear wheels with vertically hinged double door. Compartment shall be approximately 36" wide x 21" deep x 27" high and contain 12.0 cubic feet of storage. Opening shall be 34" wide x 27" high.

One (1) ahead of rear wheels with vertically hinged single door. Compartment shall be approximately 24" wide x 20" deep x 27" high and contain 7.5 cubic feet of storage. Opening shall be 23" wide x 27" high.

### HOSE BED COMPARTMENT:

The hose bed compartment deck shall be entirely constructed from maintenance free 3/4" x 2-3/4" hollow aluminum extrusion welded into a one piece grid. Hose bed extrusion shall have a radiused ribbed top surface that is completely anodized. Hose bed shall be located directly above the booster tank and shall be completely removable for access to booster tank. Three (3) hose bed dividers shall be furnished to divide hose load. Three (3) vinyl nylon reinforced hose bed covers shall be furnished to protect hose load.

### BODY TRIM PACKAGE:

The body trim package shall include the following:

- Bright finished aluminum extruded drip rail shall be mounted over rear compartment doors.
- Two (2) rear chrome stanchion castings shall be mounted above hose bed on each side. Stanchions shall be 12" wide with 3-3/4" thickness. Stanchions shall have integral cast socket for stainless steel handrail. All wiring for deck lights and flashing lights shall be concealed inside stanchion for proper protection. Stanchion shall be easily removable for wiring access.
- One (1) stainless steel horizontal grabrail shall be provided between rear stanchion castings.
- Four (4) polished aluminum corner castings, one on each corner of body shall be welded to apparatus body. Casting shall be 5" x 5" and 3" deep.
- Two (2) vertical handrails shall be mounted with stainless steel bolts to apparatus body, one to each side of beavertail. Handrails shall be 1-1/4" diameter stainless steel tubing with chrome stanchions. Horizontal step inside beavertail shall be covered with 1/8" aluminum diamond plate formed to provide a nonskid surface for easy access to hose bed area.

All electrical equipment shall be installed to conform to the latest Federal standards as outlined in NFPA #1901. Wiring installed by body builder shall be run in a loom where exposed and shall be protected by automatic circuit breakers of the reset type.

All electrical equipment switches shall be mounted on a switch panel mounted in the cab convenient to the driver. Light switches shall be of the rocker type with integral indicator light to show when lights are energized. All switches shall be appropriately identified.

The following electrical equipment shall be supplied:

- One (1) Federal Aerodynamic light bar model 24 color code "A" with red domes and TS 24 speaker shall be switch controlled on dash.
- Federally required clearance lights, marker and chrome license plate bracket with light.
- Rear mount cluster marker lights to be recess mounted in a channel under rear step for protection from breakage.
- Signal stat with stop, turn, and back-up light (one each side at rear of truck).
- 7" single faced flashing red light, with chrome housing, shall be mounted on front of cab (one each side). Lights shall be switch controlled on dash.
- 7" double faced flashing red lights shall be mounted above beavertail on rear stanchion casting (one each side).
- Compartment lights. Lights shall be switch controlled on dash.
- Pump compartment light.
- Two (2) pump panel lights - 3 bulb cluster with three way switch. One left, one right
- One Federal PA 150 siren with microphone. Includes wail, hi-lo and yelp modes and PA system. Also includes provision for radio hook up.
- Two (2) cab post mounted spot lights.

#### BATTERY:

Battery shall be mounted in an enclosed compartment directly at the end of the canopy walkway. Battery compartment shall be self draining, adequately ventilated and battery shall be readily accessible for examination, testing and maintenance. Battery capacity shall be commensurate with the size of engine and anticipated electrical load in full compliance with pamphlet #1901.

Battery hold down shall be 1" x 1-1/2" x 1/8" aluminum angle completely

framing top perimeter of battery. Framing shall be constructed as to allow bolting to a formed aluminum plate attached to chassis.

BATTERY CHARGING RECEPTACLES:

Battery charging receptacle, having standard trickle charger lug connections, shall be provided. Receptacle shall be flush mounted and placed in a readily accessible location and shall be connected in such a manner as to allow direct charging to battery system.

GENERATOR:

One (1) Onan 3000 watt electric start diesel driven 110/220 volt generator shall be mounted in left rear compartment. Generator to be fueled from truck fuel system. Two (2) 500 watt Quartz telescoping lights and (2) external weather proof twist lock receptacles shall be wired to generator through a four way breaker box.

## APPARATUS PAINT FINISH:

All exposed metal surfaces, not being chrome plated or of aluminum diamond plate, shall be thoroughly sanded, cleaned and phosphatized in preparation for painting. Paint shall be ultra high lustre Dupont "Imron" polyurethane paint. Complete apparatus cab shall be sanded and finish painted before mounting of body to assure full coverage of paint to all cab surfaces. Both cab and body shall be painted to allow for identical finish. All removable items; i.e., wheels, brackets, compartment doors, etc., shall be painted separately to insure finish paint behind mounted items. Body components that cannot be finish painted upon assembly are to be finish painted before assembly. All unwelded seams exposed to high moisture environments shall be sealed using permanent plyable silicone caulking.

Inside door and door jambs on chassis shall be sanded and painted with Dupont "Imron" to match the finish of the exterior of the truck. Pump shall also be painted with "Imron" matching the apparatus exterior. Wheels and wheel well liner shall be painted to match apparatus wheel finish. Chassis frame and under carriage components shall be finish painted black.

Apparatus doors shall be finished with gold leaf design and highlighted with black outline. Gold leaf will be thoroughly coated for protection against wear and weathering.

Entire unit to be painted lime yellow Dupont "Imron" #7744UH. Fire Department Red Dupont "Imron" #20726. Cab top to below window line to be painted Dupont "Imron" white #817.

Shaded gold leaf lettering shall be furnished to fire department specifications - up to 60 letters.

## BASIC 1901 EQUIPMENT PACKAGE

### LADDERS AND MOUNTING:

One (1) 14' roof ladder, aluminum extension type, and one (1) 24' ladder, aluminum extension type, shall be furnished and mounted with a heavy chrome plated hold down handle and swivel base.

### HARD SUCTION:

Two sections of 10' long by 6" diameter hard suction hose, with bright chrome plated couplings attached, shall be furnished. 3/16" wall extruded aluminum mounting rack shall support suction hose. Hose shall be held in place by unique stainless steel springs and bright finish catch handles.

### HARD SUCTION STRAINER:

One (1) hard suction basket type strainer shall be furnished with mounting bracket, Mounting bracket shall be attached to apparatus body.

### FIRE AXES:

Two (2) fire axes, six pounds in weight, one flat head and one pick head, shall be furnished with chrome and stainless steel mounting brackets. Brackets and axes to be mounted to apparatus body.

### PIKE POLE:

One (1) 10 foot and one 6 foot fiberglass pike pole and mounting brackets shall be furnished and mounted to apparatus body.

### HAND LANTERNS:

Two Koehler rechargeable (with charger) type hand lanterns with batteries shall be furnished.

### FIRE EXTINGUISHERS:

Two (2) fire extinguishers, 20 pound ABC cartridge type with mounting brackets shall be furnished and mounted on apparatus body.

## EXTRA EQUIPMENT

- 750 ft. 2-1/2" all polyester double jacket 600# fire hose coupled lightweight NST
- 600 ft. 1-1/2" all polyester double jacket 600# fire hose coupled lightweight NST
- Four (4) Akron #1730 2-1/2" turbo-jet nozzle with playpipe
- Five (5) Akron #1720 1-1/2" turbo-jet nozzle with pistol grip
- Nine (9) Ziamatic spring clip air pak brackets
- Six (6) Scott IIA Pressure Demand (3 with case, 3 without case)
- Six (6) Scott aluminum spare cylinder
- 750 ft. 3" all polyester double jacket 600# fire hose with 2-1/2" couplings NST
- Two (2) 2-1/2" Female NST x 1-1/2" Male NST chrome adapter
- One (1) Akron #588 hose clamp
- Six (6) Akron #78 hose strap
- One (1) Akron #501 multiversal complete with stream shaper and stack tip. Top mount fixture shall be furnished.
- One (1) Akron #1750 master stream nozzle
- Tire chains for all wheels - rear to be three rail style