

LEG. FINANCE - BILLS 1983 - 1984 1905

SSH 444 cont. - HB ~~453~~ HB 455

MISSING CHILDREN OF AMERICA, INC.

"A National Network To Locate MISSING CHILDREN"

The Honorable John J. Liska
Representative District 15
Pouch V
Juneau, AK 98111

January 15, 1984

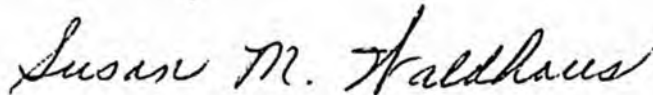
Dear Representative Liska:

Missing Children of America, Inc. is a positive force in addressing the issue of child abduction/kidnapping. We have three primary focus areas...being to Educate all segments of the public, to Identify all children through the use of fingerprints as a family record, and of course to Locate all missing children through the use of all available authorities.

Missing Children of America, Inc. strongly supports HB 444 and asks for your continued efforts on that behalf.

Thank you for your encouragement and support.

Sincerely,



Susan M. Waldhaus
Chairman of the Board

encl.

cc: Dolley Whaley
Mary Bonin

PETITION

WE THE UNDERSIGNED ALASKAN VOTERS AND CITIZENS, DO HEREBY PETITION OUR LEGISLATORS TO ENACT LEGISLATION THAT WILL PENALIZE ENTICEMENT. THERE IS PRESENTLY NO STATE LAW AGAINST SOLICITING A MINOR FOR SEXUAL FAVORS (AS LONG AS THERE IS NO BODY CONTACT), BE IT FOR PERSONAL COMMERCIAL INTENT. WE REQUEST THAT YOU PASS A STRONG LAW AGAINST THOSE INDIVIDUALS WHO WOULD ACCOST A MINOR FOR PURPOSES OR SOLICITATION. WE URGE YOU ADDRESS THIS PROBLEM IN THE 1984 LEGISLATIVE SESSION, AS IT IS INCREASING AT ALARMING RATES IN OUR STATE.

PRINT NAME	SIGNATURE	ADDRESS	DATE
Cevin Colletand	<i>Cevin Colletand</i>	SR 1 Bx 2355 Chugiak AK	1/10/84
WARREN COONCE	<i>Warren Coonce</i>	P.O. BOX 5326, FT RICHARDSON Home (Mi. 6, EAGLE RIVER RD, EAGLE RIVER.	1/10/84
JUDITH COONCE	<i>Judith A. Coonce</i>	PO Box 5326 71 Richardson AK.	1/10/84
JAN. E. FLEMING	<i>Jan E. Fleming</i>	P.O. BOX 8439 ANCH. AK 99508	1/10/84
Deborah Dowd	<i>Deborah Dowd</i>	81-503 A Lemon Ave Anchorage AK 99506.	1/10/84
<i>Tex Page</i>	<i>Tex Page</i>	4001 THOMPSON ANCH 99504	1/10/84
PAULA M BURKHART	<i>Paula M. Burkhardt</i>	PO Box 103712 ANCH AK 99510	1/10/84
DIANE NIX	<i>Diane Nix</i>	3707 BARBARA DR. ANCHORAGE AL. 99503	1/10/84
Tonnie Bernhardtson	<i>Tonnie Bernhardtson</i>	4930 Knightsley Anchorage, AK. 99508	1/10/84
Margaret Weibert	<i>Margaret Weibert</i>	1712 Morningtide Ct. Anchorage, AK 99501	1/10/84
JESSE KEITH	<i>Jesse P. Keith</i>	3923 E. 3rd. Anchorage AK 99504	1/10/84
JANICE KEITH	<i>Janice Keith</i>	3923 E. 3rd Ave. Anchorage AK 99504	1/10/84
<i>Tom Prout</i>	<i>Tom Prout</i>	2030 Porter Pl. Anchorage, AK.	1-10-84
<i>MARILYN DYE</i>	<i>MARILYN DYE</i>	3400 Alexander ANCHORAGE AK 99504	1/10/84
Cheri DYE	<i>Cheri ND Dye</i>	3641 E. 20th AVE Anchorage AK 99504	1-10-84
BILLIE DYE	<i>Mrs. Billie Dye</i>	3641 E 20th AVE ANCHORAGE AK 99504	1-10-84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Cocaine E. Penney	Cocaine E. Penney	801 Airport Hwy #90	1-10-84
Trudy Toomey	Judy Toomey	S.R. Box 2985 Wasilla	1/10/84
DPRL Toomey	Opal Toomey	S.R. Box 2992 Wasilla	1/10/84
MARY ANNE SUTTON	Mary Anne Sutton	7570 E. 20 th Ave. Anch. AK 99504	1/10/84
Karin F. Reese	Karin F. Reese	1907 Wintergreen St. Anch. AK 99502	1/10/84
Shannon M. Reese	Shannon M. Reese	Same as above	1/10/84
FRED STERNBACH	Fred Sternbach	4740 DENALI	1/10/84
Patrice O'Connell	Patrice O'Connell	SR 2 BOX 603 T.BIRD CHUMIAK 99507	1/10/84
Candace S. Logue	Candace Logue	1200 Columbia #301 Anch. AK 99508	1/10/84
JERI ELKINS	Jeri Elkins	2221 Muldoon #575 Anchorage AK 99504	1/10/84
Ruby White	Ruby White	Star Rt 3 - Box 1408 Chugiak, Alaska	1/10/84
Lee Mayfield		" " "	1/10/84
Jill Jamito	Jill Jamito	3005 Arden #1257 Anch. AK	1/10/84
Alton Jamito	Alton Jamito	" " "	1/10/84
Linda Morgan	Linda Morgan	290 Mendota Ave Soldotna, AK 99669	1-10-84
Sherilyn M. Mullins	Sherilyn M. Mullins	740 N. Park St. Anch. AK 99508	1/10/84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Clarence W. Hammer	Clarence W. Hammer	330 S. Flower Apt. 7 Anch. Ak	1-10-84
BOBBY W EVANS	Bobby W Evans	EAGLE RIVER PO BOX 722548	
Harriet Cassidy	Harriet Cassidy	601. 1st St #173 Anch AK	1-10-84
Anthony Adkins	Anthony Adkins	1913 Wintergreen T/101	
Amy M. Hodgden-Parker	Amy M. Hodgden-Parker	6016 EAST 22 nd Anch AK 99504	1-10-84
TERRY L. ENSLEY	Terry L. Ensley	3149 E. 19 th St Anch	1-10-84
DOROTHY ENSLEY	Dorothy Ensley	3149 E 19th St Anch	1-10-84
Kristine Elmora	Kristine Elmora	2200 Dawson Anch AK	1-10-84
JANET D. TURNER	Janet D. Turner	327 B PAULINE, ANCH	1-10-84
Susan Frisby	Susan Frisby	Farm Loop Road Palmer, Ak.	1-10-84
LARRY FRISBY	Larry Frisby	Farm Loop Rd. Palmer Ak	1-10-84
ROSE ROUSEY	Rose Rousey	1001. Boniface Sp5-H Anch. Ak 99504	1-10-84
Diane Kiss	Diane Kiss	1686 Blue Spruce Ln. Eagle River. 99577	1-10-84
Deborah A. Pain	Deborah A. Pain	SR B Box 5041 Chugiak AK 99567	1-10-84
Cheryl Madden	Cheryl Madden	705 Muldoon #47 Anch. Ak 99504	1-10-84
Mildred Hibbs	Mildred Hibbs	701-5-Klaenen P.O. Box 4-429	1/10/84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Rally C. WATTS	Rally C. Watts	Box 8234 Anch AK	1-10-84
Eddie Jane White	Eddie Jane White	2603 JUNEAU ANCHAK	1-10-84
Sandra Ray	Sandra Ray	816 S. KLEVIN	1-10-84
Frauces L. Loomis	Frauces L. Loomis	4437 E. 9th Ave 99508	1-10-84
Sherril D. Kopiasz	Sherril D. Kopiasz	4626 Thompson Ave #2 99508	1-10-84
DONNA L. SMITH	Donna L. Smith	309 IRWIN #4 Arch AK 99508	1-10-84
Karen Schoonmaker	Karen Schoonmaker	P.O. BOX 533-A Chugiak, AK 99577	1-10-84
Lillian Schoonmaker	Lillian Schoonmaker	P.O. BOX 533A Chugiak Alaska	
Marvin Pearce	Marvin Pearce	2449 Glenwood Anch. AK 99508	1-10-84
Jan Jordan	JANET JORDAN	1280 E. 17th #334 Anch., Ak. 99507	1-10-84
CLAUDIA EHLI	Claudia Ehl	8540 E. 11th Ct. Anch., Ak. 99504	1-10-84
Larry Alpern	Larry Alpern	-P.O. Box 1701 Palmer, Alaska 99645	1-10-84
ROBERT A. PAYTON SR	Robert A. Payton	3328 Petaluma Ave Anchorage, Alaska 99594	1-10-84
FRED G. JENKINS	Fred G. Jenkins	P.O. Box 103204	1-10-84
Hazel M. Edwards	Hazel M. Edwards	P.O. Box 670676 Chugiak Alaska 99567	1-10-84
Leihoni Bowlus	Leihoni Bowlus	5th 2 Box 4877 Chugiak	1/10/84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
LOIS NOBLE	Lois Noble	301 S. BRAGAW AVE	1/10/84
DEININGER, ELIZ. J.	Elizabeth J. Deininger	P.O. Box 1354 Palmer AK 99645	1/10/84
J.W. DEININGER	J. W. Deininger	P.O. Box 1354 PALMER, AK. 99645	1/10/84
Lynn Bink	Lynn Bink	3014 DONOVAN DR. ANCH 99504	1/10/84
Debbie Pettit	Debbie Pettit	Box 9196 Palmer AK	1/10/84
Bebe Graham	Bebe Graham	Box 132 Willow	1/10/84
Cindy McCauley	Cindy McCauley	2808 IRIS DR	1/10/84
Judy Lynn	Judy Lynn	7201 E. 6th	1/10/84
Alma M. Evans	Alma M. Evans	3333 Perimeter	1/10/84
Pat M. Pine	Pat M. Pine	4371 E 5th Ave	1/10/84
LUANNA FOSTER	Luanna Foster	4621 E. AVE	1/10/84
AVITA FOGERS	Avita Fogers	3724 E 18th Anch	1/10/84
MARTHA SIEBE	Martha Siebe	601 S. BRAGAW, ANCH. 99508	1/10/84
Cindy Witt	Cindy Witt	SRABOX 1324 ANCH	1/10/84
Wick Howard	Wick Howard	BX 772115 - Eagle River AK	1/10
Cheryl A. Rasmussen-Evans	Cheryl A. Rasmussen-Evans	P.O. Box 779548 99571	1/10/84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
TERESA DOWN	Teresa J. Down	801 Airport Hts Anch ak 99508	126 7/10
Virginia Robinson	Virginia Robinson	4423 E. 6th Ave Anch. AK 99508	1/1/84
<i>[Signature]</i>	STEVE HILTYER	3341 MT. VERNON CT. ANCHORAGE, 99503	1/1/84
<i>[Signature]</i>	Charles T. Pease II	SR-20162-E. Goldstineum Fairbanks AK 99701	1/1/84
<i>[Signature]</i>	Amy Zachers	PO Box 2124 Fairbanks AK 99707	1/1/84
ELIZABETH B. LARSEN	Elizabeth B. Larsen	631 Mumford St. Anchorage, AK 99508	1/1/84
MARGIE JEAN GILMAN	Margie Jean Gilman	4145 Lana Ct. Anchorage Alaska 99508	1/1/84
CHARLOTTE M. CRISTONI	Charlotten. Cristoni	SRA 1581 - S Anch. ak. 99507	1/1/84
GLEN KERR	Glen Kerr	Box 77029? Eagle Rv 99527	1-11-84
PATRICIA S. BRESETT	Patricia S. Brett	1592 DEMEURE PLACE ANCHORAGE AK 99504	1-11-84
MARY A. BEU	M. A. Beu	741 N. KLEVIN	1-10-84
Deborah A. Porter	Deborah A. Porter	2041 Campbell Pl. Anch- AK. 99507	1-11-84
HELEN BEAL	Helen a Beal	7404 MATHAM DR. ANCHORAGE AK. 99508	1-11-84
GARY W. PORTER	Gary W. Porter	2041 Campbell Pl. ANCHORAGE, AK. 99507	1/1/84
DELLA M. MCPALL	Della M. McPall	10801 Livingstone St. Anch 99507	1/1/84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
HAZEL Lovelace	Hazel Lovelace	Anch 274 Airport	1/10/84
Lisa Feetham	Lisa Feetham	2105 E 3rd Ave #B Anch	1/11/84
JAMES ASTON	James I. Aston	4845 ROCKY DR #16	1-11-84
Tom Beardsley	Tom Beardsley	434 Irwin #1 Anch	1-11-84
Kathy Hunt	Kathy Hunt	629 N Bragaw #2	1/11/84
Elena Brooks	Elena Brookins	701 S. Kluwin Sp. 12A	1/11/84
John L. Crandell	John L. Crandell	6821 E 10 th DR #4	1/12/84
Steve Tripp	Steve Tripp	6037 PROSPERITY	1/11/84
GENO CHERRY	Geno Cherry	2810 E. 20th	1/11/84
OPAL L. HORTON	Opal L. Horton	1313 Sunrise Ave ANCHORAGE AK 99508	1/11/84
EARL MANSUR	Earl Mansur	634 WEST 87 th	1/11/84
Randy E Stone	Randy E Stone	2420 Tanager Dr	1/11/84
Robert Patrick	Robert Patrick	1778 Talbot	1/11/84
KAREN JOHNNIE	Karen A. Johnnie	6227 Winding Wy	1/11/84
MARCI A CLARK	Marcia J. Clark	2814 Alder Dr	1/11/84
Andrew Mlakar	Andrew Mlakar	1534 Kinnikinnick	1/11/84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
MARY G LEHRMAN	Mary G Lehrman	SR2 Bx 4636 Park-Chugach	1-11-84
Robert J Hensler	Robert J Hensler	1614 Tanager Cir	1-11-84
Karle Kendall	Karle Kendall	1724 Thunderbird Pl.	1-11-84
Paula LekanoF	Paula LekanoF	3633 E. 17th	1/11/84
Duane Olson	Duane Olson	4216 San Roferto	1/11/84
Lisa Feetham	Lisa Feetham	2105 E 3rd Ave #B	1/11/84
JAMES ASHTON	James Ashton	4545 ABRADORIC	
Gilda Yvonne	Gilda Yvonne	801 Airport Hts R/L 323	1-11-84
Deborah Holloway	Deborah Holloway	P.C. Box 670390	1-11-84
Dale Poseley	Dale Poseley	P.O. Box 670390 Chugiak	1-11-84
HELENA DARRELL	Helene Darrell	4922 Castle Ct.	1/11/84
Judith Kimmel	Judith S Darrell	4922 Castle Ct	1/11/84
Minion Mitchell		WAS. 11A	1/11/84
Stuart Adney		" "	2/22/84
Cingella Jackson	Cingella Jackson	1542 Hoyt Arch.	4/11/84

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Marilyn Ogden	Marilyn Ogden	321 A Bolin 99504	1/11/84
ROBERT COLLARD	Robert Collard	321 Bolin Anch 99504	1/11/84
DEE WAHMEIER	Dee Wahmeier	4613 E 8th Ave Anchorage 99508	1/11/84
Sally Reinertsen	Sally Reinertsen	801 Airport Dr #428	1/11/84
Debra Pustroff	Debra Pustroff	1220 Columbine #27	1/11/84
Doreane Wood	Doreane Wood	810 Boyd St. 99501	1/11/84
Darlene Wilson	Darlene Wilson	21-760 H fig	1/11/84
PATRICIA C. ZACHERY	Patricia C. Zachery	1629 Logan 99508	1-11-84
Stephen Howe	Stephen Howe	1811 Toklat St	11 Jan 84
Sherralee S. Howe	Sherralee S. Howe	1811 Toklat St.	1-11-84
James C. McDowell	James C. McDowell	4333 SAN CRISTO AVE Anch AK 99508	1/11/84
Elisabeth Richardson	Elisabeth Richardson	4313 East 9th Ave 99508	1/11/84
James	James	6931 Oakwood Dr	1/11/84
ANN SUGRUE	Ann Sugrue	1519 Columbine St. 99501	1-11-84

LAW AGAINST SOLICITING
 BODY CONTACT), BE IT FOR
 YOU PASS A STRONG LAW A
 BY ADULTS. AND THAT ANY PERSON OR PERSONS WHICH SEEM TO
 A CAR OR OTHER ISOLATED PLACE, WHEREBY THEY WOULD TAKE ADVANTAGE OF THE
 MINOR CHILD TO GRATIFY THEIR OWN DESIRES, WILL BE SENT TO JAIL FOR A DE-
 FINITE PERIOD OF TIME, OF NO SHORTER THAN THIRTY DAYS. TO GET THESE PEOPLE
 OFF THE STREETS, WHERE THEY WILL NOT HARM OUR CHILDREN IS OUR MOST IMPORTANT
 GOAL!!

Wording: Still says people want
 something done!!!

2. WE PETITION THAT OUR JUDGES BE DISCIPLINED WHEN THEY HAND DOWN UNREASONABLY
 LIGHT OR SUSPENDED SENTENCES IN CRIMINAL CASES WITHOUT JUSTIFICATION. WE
 BELIEVE ALASKAN JUDGES DIVIATE TOO MUCH FROM THE ALASKA CRIMINAL CODE

WE URGENTLY PLEAD FOR PROMPT ACTION ON THESE PETITIONS BECAUSE CRIMES AGAINST
 OUR CHILDREN ARE AT EPIDEMIC PROPORTIONS AND CRIMINAL ARE GOING UNPUNISHED!

THANK YOU!

PRINT NAME	SIGNATURE	ADDRESS	DATE
Tanelle Deters	Tanelle Deters	204 Phlegach Way #7	9/11/83
Bette Levine	Bette Levine	1414 W 26th	9-11-83
ANGELA HANN	Angela Hann	General Delivery Kenai	9/11/83
Carl Brinkerhoff	Carl Brinkerhoff	General Delivery Kenai	9/11/83
Barbara Guest	Barbara Guest	Box 686 Valdez, Ak.	9/11/83
MARCIANA SANCHEZ Dora Hoeberrmann	Maricela Lopez	3219 Hilland Dr	9/11/83
DAVID HEBBERMANN	David Hebermann	9499 Brighton #55	9/11/83
AUL CRODZAYMENTALVO	Aul Crodzaymentalo	1551 Beaver Pl 9504	9/11/83
John W. Wain	John Wain	4512 Shepard Rd Anch AK 99503	9/11/83
Lynnda Justus	Lynnda Justus	4670 Repa. Dr 6-17	9-11-83
Wendy Hambricht	Wendy Hambricht	2201 Roming #204	9-11-83
Margaret Fisher	Margaret Fisher	1217 Hill St.	9/11/83
Glen Brooks	Glen Brooks	2903 Wesley Dr.	9-11-83
JOHN CUNNINGHAM	John Cunningham	6014 Biog Ln	9-11-83
Wiley Green	Wiley Green	21-394A Cherry Dr.	9-11-83
Reginald Green	Reginald Green	21-394A Cherry Dr.	9-11-83
W. MARSHALL	W. Marshall	17350 E. 21st #B	9-11-83
Karla Stearns	Karla Stearns	2904 W 34th Anch 99503	9-11-83

SHIRLEY HOUSE	7500 NEONIA ROAD		
FRANK GROSS	Frank Gross	8920 Jupiter Dr	9-11-83
TERRI GROSS	Terri Gross	8920 Jupiter Dr	
Terri Morrison	Terri Morrison	4140 Grape Pl. #	9-11-83
MICHAEL BASHINS	Michael Bashins	3409 CRE. DR #1	9-11-83
FRANK STROPKAI			
TIM L. STROPKAI	Tim L. Stropkai	2700 Draper	9-11-83
Car Br	Lauren Bruce	Box 1514 Bethel	9-11-83
Mary Spivey	MERRY SPIVEY	608 Tanguehlp	E.R. 9-11-83
DAVID O'DONNELL	David O'Donnell	3311 EUREKA	9-11-83
Theresa Meier	Theresa Meier	SR BOX 6558 WASILLA AK	9/11/83 ✓
Steve Meier	Steve Meier	"	"
Barbara Rathbone	Barbara Rathbone	3311 Eureka #21	9-11-83
JERRY SCOTT			
JERRY SCOTT	Jerry Scott	7920 E. 32 nd AVE	9-11-83
HIMBERLY A. SCOTT	Himberly A. Scott	1420 E. 32 nd AVE	9-11-83
JERRY H. NEWMAN	Jerry H. Newman	326 W 10 th AVE	9-11-83
NANDA ROWLAND	Nanda Rowland	Palmer, ak	9-11-83

Petition

SECTION

I. WE URGE THAT YOU TOUGHEN THE LAWS ON ENTICEMENT. THERE IS PRESENTLY NO LAW AGAINST SOLICITING A MINOR FOR SEXUAL FAVORS (AS LONG AS THERE IS NO BODY CONTACT), BE IT FOR PERSONAL OR COMMERCIAL INTENT. WE REQUEST THAT YOU PASS A STRONG LAW AGAINST THE SOLICITING OF MINORS FOR SEXUAL FAVORS BY ADULTS.

WE PETITION THAT OUR JUDGES BE DISCIPLINED WHEN THEY HAND DOWN UNREASONABLY LIGHT OR SUSPENDED SENTENCES IN CRIMINAL CASES WITHOUT JUSTIFICATION. WE BELIEVE ALASKAN JUDGES DEVIATE TOO MUCH FROM THE ALASKA CRIMINAL CODE.

WE URGENTLY PLEAD FOR PROMPT ACTION ON THESE PETITIONS BECAUSE CRIMES AGAINST OUR CHILDREN ARE OF EPIDEMIC PROPORTION. AND CRIMINALS ARE GOING UNPUNISHED.

PRINT NAME	SIGNATURE	ADDRESS	DATE
Joannia Elam	Joannia Elam	520 W 24th Anch	9/10/83
Patti Feeney	Patti Feeney	3102 W 34th Anch	9/10/83
Jenna Stevens	Jenna Stevens	1001 Beniface Sp B Anch	9/10/83
Roberta Malaski	Roberta Malaski	3429 SCARLET PI	9-10-83
Trudy Malaski	Sandy Malaski	13441 DIO SWANER #11	9-10-83
Christine Sellers	Christine Sellers	1256 Redwood Ct.	9-10-83
Jodi Ryalls	Jodi Ryalls	705 cottonwood	9-10-83 9-10-83
Angela Ryalls	Angela Ryalls	709 cottonwood	9-10-83
Chels Ryalls	Chels Ryalls	705 Cottonwood	9-10-83
PATRICIA BROWN			
Betty Broyer	Betty Broyer	3531 E 42nd	9-10-83
PATRICIA BROWN	Patricia Brown	SRA Box 40369 ANCH 99507	9-10-83
GRACE HAND	Grace Hand	7334 Linden Dr.	9-10-83
Diane Bartlett	Diane Bartlett	405 FISHER ST.	9-10-83
Aleca K. Schurman	Aleca K. Schurman	SRA Box 4099 #11	9-10-83
Barbara Rook	BARBARA ROOK	3103 Kido Ave.	9-10-83
Barbara Nault	Barbara Nault	7120 Dawn Dr.	
Ellen Segal	Ellen Segal	1841 E. 56th Ave. 99507	9-10-83
Nancy J. Pederson	Nancy J. Pederson	6038 RAVEN D. Eagle	9/10/83
Cindy Pederson	Cindy Pederson	Same	9/10/83
Judith Orlandi	PATRICIA ORLANDI	Box 4-2635	9/10/83
Jeanne Niederbrock	JEANNE NEDERBROCK	541 S LANE Anch	9/10/83
Kim Frazier	Kim Frazier	3740 Beeman Cir.	9/10/83
Angie Bull	Angie Bull	5480 Jewell	9/10/83
Sidney Wise	Sidney Wise	5735 B Street	9/10/83
Johanna Carlson	Johanna Carlson	5901 E. 6th #11	9/10/83

Jennifer Taylor	Jennifer A. Taylor	P.O. Box 6477 Anch, Ak.	9-10-83
MARV Knight	Marv L. Knight	SRA Box 3394 T	9-10-83
MAYHEW HARRISON	Mayhew Harrison	Odesa, Tex. 30511 M. C. ...	9-10-83
LES TILLET	Les Tillet	4511 FOLKER ST #264 ANCH AK 99507	9-10-83
Pete Zinner	Pete Zinner	4511 FOLKER #264 ANCH AK 99507	9/10/83
JORDI Cleveland	Jordi Cleveland	Anch. 5401 ...	9-10-83
Betty L. Smith	Betty L. Smith	5159 OLD SEWARD	9-10-83
CLARA M. GORDON	Clara M. Gordon	PO Box 6593	9-10-83
Karen Finnigan	Karen Finnigan	2221 Muldown #525	9/10/83
David Marwin	David Marwin	2221 Muldown #525	9-10-83
Michael E. Starn	Michael E. Starn	200 W. 34th St #3389	9-10-83
Beverly J. Starn	Beverly J. Starn	PO Box 1283 Chugiak	9-10-83
MARILYN WALL	Marilyn Wall	Box 4-2973	9-10-83
SPENCER BANKS	Spencer Banks	340 BOUND #B	9/10/83
Carol Duorak	Ms. Carol Duorak	4309 Wilson ATP3	9/10/83
Klinda S. Padgett	Melinda S. Padgett	48 Michael Ct.	9/10/83
Sharon Whitney	Sharon Whitney	3213 Slender Dr.	9/10/83
Paul Gray	Paul Gray	P.O. Box 1302 Soldotna	9-10-83
MARTHA BELL	Maureen M. Bell	P.O. Box 3-672 99501	9-10-83
Barbara Mager Strub	Barbara Mager Strub	3382 Toklatia Eagle	9-10-83
Chris Otterson	Chris Otterson	140-B E Daxling Anch Anch. 99503	9-10-83
LORRIE UGHEST	Lorrie Ughest	3305 Woodland PICOR	9-10-83
Laurie Marta	Laurie Marta	Box 4222 Soldotna	9-10-83
Arleen Baker	Arleen Baker	768 Welive St	9-10-83
DAVID BOHAN	David Bohan	17068 Wilmer St #4	9-10-83

Offered: 2/1/84
Referred: Finance

Original sponsors: Liska and Szymanski

1 IN THE HOUSE BY THE JUDICIARY COMMITTEE
2 CS FOR SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 444 (Judiciary)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - SECOND SESSION
5 A BILL
6 For an Act entitled: "An Act relating to unlawful restraint of a minor."
7 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:
8 * Section 1. AS 11.41 is amended by adding a new section to read:
9 Sec. 11.41.340. UNLAWFUL RESTRAINT OF A MINOR. (a) A person
10 commits the crime of unlawful restraint of a minor if the person
11 takes, entices, or restrains a child under 12 years of age, under
12 circumstances not amounting to a violation of AS 11.41.300 - 11.41.-
13 330, with intent to conceal the child from the child's lawful cus-
14 todian.
15 (b) In a prosecution under (a) of this section, it is an affir-
16 mative defense that the defendant acted to protect the child from
17 physical harm.
18 (c) Unlawful restraint of a minor is a class A misdemeanor.
19 * Sec. 2. AS 11.41.370 is amended by adding a new paragraph to read:
20 (4) "entice" means to solicit, persuade, procure, allure,
21 attract, coax, or induce another person to accompany or remain with
22 the person doing the enticing.

Introduced: 1/12/84
Referred: Judiciary and
Finance

1 IN THE HOUSE

BY LISKA AND SZYMANSKI

2

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 444

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6 For an Act entitled: "An Act relating to unlawful restraint of a minor."

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

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11 takes, entices, or restrains a child under 12 years of age, under
12 circumstances not amounting to a violation of AS 11.41.300 - 11.41.-
13 330, with intent to conceal the child from the child's lawful cus-
14 todian.

15 (b) In a prosecution under (a) of this section, it is an affir-
16 mative defense that the defendant acted to protect the child from
17 physical harm.

18 (c) Unlawful restraint of a minor is a class A misdemeanor.

Introduced: 1/9/84
Referred: Transportation and
Finance

Funding Information
General Fund \$12,000,000
Other Funds -0-
\$12,000,000

1 IN THE HOUSE

BY FULLER AND BUSSELL

2

HOUSE BILL NO. 452

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for Phase I of the Nome Port Facility; and providing for an effective date."

7

8

9

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

11 * Section 1. The sum of \$12,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for Phase I
13 of the Nome Port Facility.

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

16 * Sec. 3. This Act takes effect July 1, 1984.

OPENING REMARKS FOR HB 452:

HB 452 IS A SPECIAL APPROPRIATION OF \$12 MILLION TO BUILD PHASE I OF THE NOME PORT FACILITY. D.O.T.P.F. HAS BEEN WORKING WITH THE CITY OF NOME TO DESIGN THE PORT FOR THE LAST FOUR YEARS.

TOTAL CONSTRUCTION FUNDING FOR PHASE I IS ESTIMATED AT \$19 MILLION. \$6 - 8 MILLION WILL BE RAISED THROUGH LOCAL REVENUE BONDS AND/OR PRIVATE PARTICIPATION. ADDITIONALLY, THE CITY IS PURSUING THE POSSIBILITY OF FEDERAL FUNDING. SO, THE PROJECT WILL BE FUNDED THROUGH A COMBINATION OF STATE, LOCAL AND FEDERAL FUNDING.

IN YOUR PACKET YOU WILL FIND A CONCISE DESCRIPTION OF THE PROJECT. I THOUGHT THIS WOULD BE EASIER TO HANDLE THAN SIFTING THROUGH THE NUMEROUS DOCUMENTS ON THE PROJECT. HOWEVER, IF YOU WOULD LIKE MORE DETAILED INFORMATION ON THE PROJECT, STAFF CAN GIVE IT TO YOU.

A1: DOTPF provided us with a fiscal note. Technically, you don't have to pass it out with the bill, since the bill is an appropriation bill. ---L.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 11/16/83

I. REQUEST Page 1 of 5

Bill/Resolution No.: HB 452
Title: Nome Port Facility
Sponsor: Fuller and Busse
Requestor: _____
Date of Request: _____

II. FISCAL DETAIL

Agency Affected: DOT & PF
Program Category Affected: Buildings & Harbor
BRU, Program of Subprogram(s) Affected: Northern Region

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-					
CAPITAL	12,000.0					
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	12,000.0					
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	12,000.0					

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						
TOTAL						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by Sponsor.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Mim Dixon, Director Phone: 479-4281
Division: Planning and Programming Date: 11/16/83

Approved by Commissioner: H. Glenzer, Jr. Deputy Commissioner Date: 11/16/83
Department: DOT & PF, Northern Region

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

9/14/83

TITLE NOME PORT FACILITY (Ph. 4)	LOCATION Nome		PROJECT CLASSIFICATION 02-631-02-02		ELECTION DISTRICT 23		START DATE 7/84	COMPLETE DATE 12/85
	PRIORITY 34 OF 49							
REQUESTED FUNDING: SITE ACQUISITION PLANNING AND DESIGN CONSTRUCTION AND EQUIPMENT PREVIOUS APPROPRIATIONS (NON-ADD)	GENERAL FUNDS	FEDERAL FUNDS	G.O. BONDS	OTHER	POSITIONS		AGENCY REQUEST	GOVERNOR
					PFT	PT/SEA.	FY OF TOTAL	
	12,000.0						12,000.0	
	12,000.0				0	0	12,000.0	
			6,980.0					
OPERATING COSTS: FIRST YEAR OPERATING COSTS FULL ANNUAL OPERATING COSTS	*							
	*							

PROJECT DESCRIPTION AND JUSTIFICATION: *See note, page 3.

PROJECT DESCRIPTION

Construction of a 3600' rubble mound causeway or acceptable alternative, to provide either full or partial service accommodating a baseline tonnage of 36,000 tons in both liquid and dry cargo. Project is ready to advertise.

PROJECT NEED STATEMENT

The consumers of the Seward Peninsula pay approximately 25% more for bulk cargo and petroleum products because of the lightering costs from ocean-going barges to the existing dock facility.

At present, barges calling at Nome are anchored 1/2 to 3/4 miles offshore for unloading and reloading of cargo and freight. Cranes on board the ocean-going barges are used to offload containers and other cargo to lighters. These shallow draft lighters are towed through the surf and the shallow 8-foot deep entrance channel for unloading at the lighterage company's transfer facility. The lighters are unloaded over the entrance channel retaining wall by portable cranes. Empty containers and outgoing shipments are reloaded to lighters inside the harbor area for return to the oceangoing barges anchored offshore. This is an extremely costly operation.

AGENCY DOT&PF

CP-1 CAPITAL PROJECT DESCRIPTION
FY 85

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

PROJECT TITLE NOME PORT FACILITY

HB 452

Page 2 of 5
Revised Date

FY85

PROJECT NEED STATEMENT (Cont.)

The average waterborne freight growth rate since 1969 according to Corps of Engineers' publications, has been approximately 12%. With the beginning of oil exploration already occurring offshore from Nome in 1983, (Navarin Basin, Norton Sound), the potential development of the bottomfish industry, plus the potential for Seward Peninsula area mining interests to expand dramatically, action should be implemented now to get a minimal marine terminal infrastructure in place.

Development of this project strongly supports several goal areas of this administration:

- (1) Using prior appropriations, the project has been thoroughly studied, analyzed, and designed to provide the best configuration and site location, as well as to tie into and make the best use of the existing Seward Peninsula highway system. The adjacent location of the Nome regional center airport allows excellent air logistical support.
- (2) The port development both serves a basic public service function (reducing freight lightering costs) and has the potential to stimulate economic development (mining, oil) and provide financial returns to the State.
- (3) Maintenance and operational costs have:
 - a. been minimized as much as possible through the design selected, and
 - b. will be borne by the user through the use of port tariffs.
- (4) The Nome port is being implemented as a joint venture with the private sector contributing financing and/or investment to a maximum extent and the State providing initial seed capital.

DOCUMENTATION OF ESTIMATED CAPITAL COSTS

Engineering estimates were developed by the design contractor. Figures were based on recent costs of similar construction in the Nome area and for expected construction market conditions at the time of contract award. Estimates were also based on historical costs of marine facility construction in other areas of Alaska, adjusted for the remote location of Nome, and on similar construction in other areas of the world.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE NOME PORT FACILITY

HB 452

FY85

CP-1
FY85

ADDITIONAL
EXPLANATION
FORM

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Page 3 of 5
Revised Date

ANALYSIS OF ESTIMATE OF OPERATIONAL EXPENSE

*NOTE: Operational and maintenance costs together will approach a maximum annual figure of \$700,000. This cost will be borne by the user via an approximate \$9 per ton tariff, which is substantially lower than present and projected lighterage fees. At the same time, the dredging costs of the present Nome harbor, which are projected to approach \$1 million annually and which are financed entirely by governmental appropriations, will be substantially reduced.

IDENTIFICATION OF ALTERNATIVES CONSIDERED

1. Postpone action at this time. Failure to go forward with this project will result in continuing high lighterage costs and act as a retardant to future development in oil exploration, the bottomfish industry, and regional area mining extraction.
2. Scale down the scope of the overall project. This approach has been adopted. The project as now developed is a minimal level facility designed to meet current traffic and expandable to meet increased traffic as demand warrants. In order to arrive at and agree on the present design, seven basic alternatives, plus minor variations, all of which were technically feasible, were evaluated in depth.
3. Reduce or eliminate state funding insofar as possible. This has also been done. Private investment has been sought and secured to the maximum extent.

AGENCY DOT&PF

HB 452

FY85

CP-1
FY85

ADDITIONAL
EXPLANATION
FORM

A3

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE NOME PORT FACILITY

Page 4 of 5
Revised Date

TITLE		PRIORITY 34 OF 49					
NOME PORT FACILITY							
OPERATING	TOTAL PREVIOUS APPROPRIATIONS	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES							
200 - 800 LINE ITEMS							
TOTAL		*					
1002 FEDERAL RECEIPTS							
1004 GENERAL FUNDS		*					
OTHER FUNDS							
FULL-TIME POSITIONS				3	3	3	3
CAPITAL	TOTAL	6,980.0		12,000.0			
1002 FEDERAL RECEIPTS							
1004 GENERAL FUNDS				12,000.0			
OTHER FUNDS (G.O. Bonds)		6,980.0					
REVENUE							

EXPLAIN PREVIOUS APPROPRIATIONS (GIVE SECTION, CHAPTER, SLA) AND ASSUMPTIONS FOR COST, FUNDING SOURCE, POSITION AND REVENUE ESTIMATES:

Previous appropriations for preliminary engineering and design of this project: Ch 86/74, Ch 118/80/6/24.

*Maintenance on the completed Nome Port Facility will be the responsibility of the City of Nome. Maintenance costs will be entirely offset through port revenues collected from the users. At the same time, the dredging costs of the present Nome harbor, which are projected to approach \$1 million annually and which are financed entirely by government appropriations, will be substantially reduced.

AGENCY DOT&PF

CP-2 CAPITAL PROJECT COSTS
FY 85

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

PROJECT TITLE NOME PORT FACILITY

HB 452

Page 5 of 5

Revised Date

FY85

CITY OF NOME PORT DEVELOPMENT PROJECT
PHASE I BARGE DOCK
PROJECT SUMMARY

Project Description

The City of Nome and Alaska Department of Transportation and Public Facilities (DOT/PF) have worked together the past four years to develop a design for port facility in Nome. As a result of a detailed investigation of harbor development alternatives, and in-depth engineering analyses of potential ice, storm and other design considerations, a design has been completed for a modern, two-berth offshore barge terminal.

As shown in Figure 1, the proposed harbor will provide the moorage, offloading area, and cargo handling facilities needed to meet the long term needs of the approximately 12,000 resi-

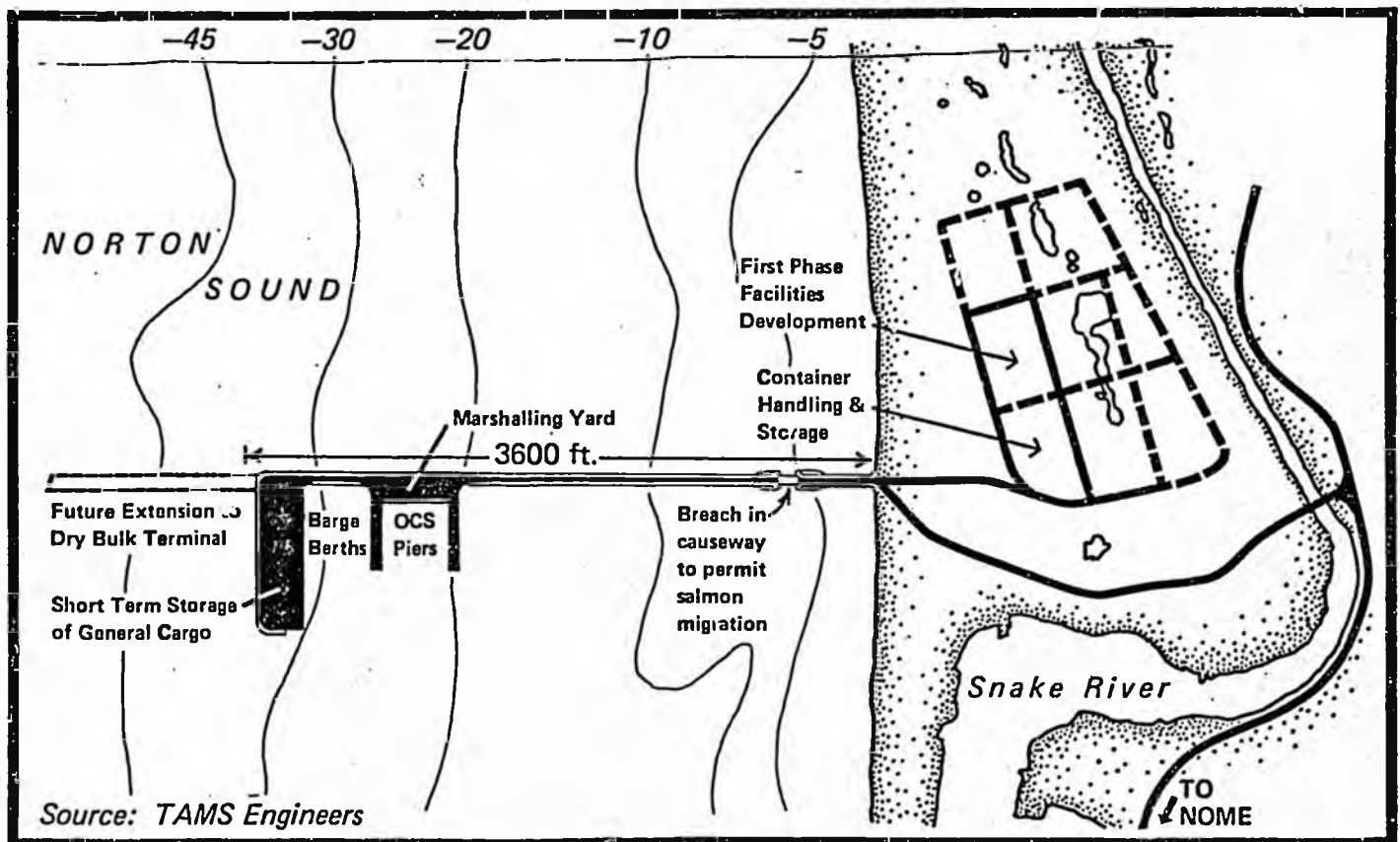


Figure 1

NOME PORT FACILITY - LONG RANGE DEVELOPMENT PLAN

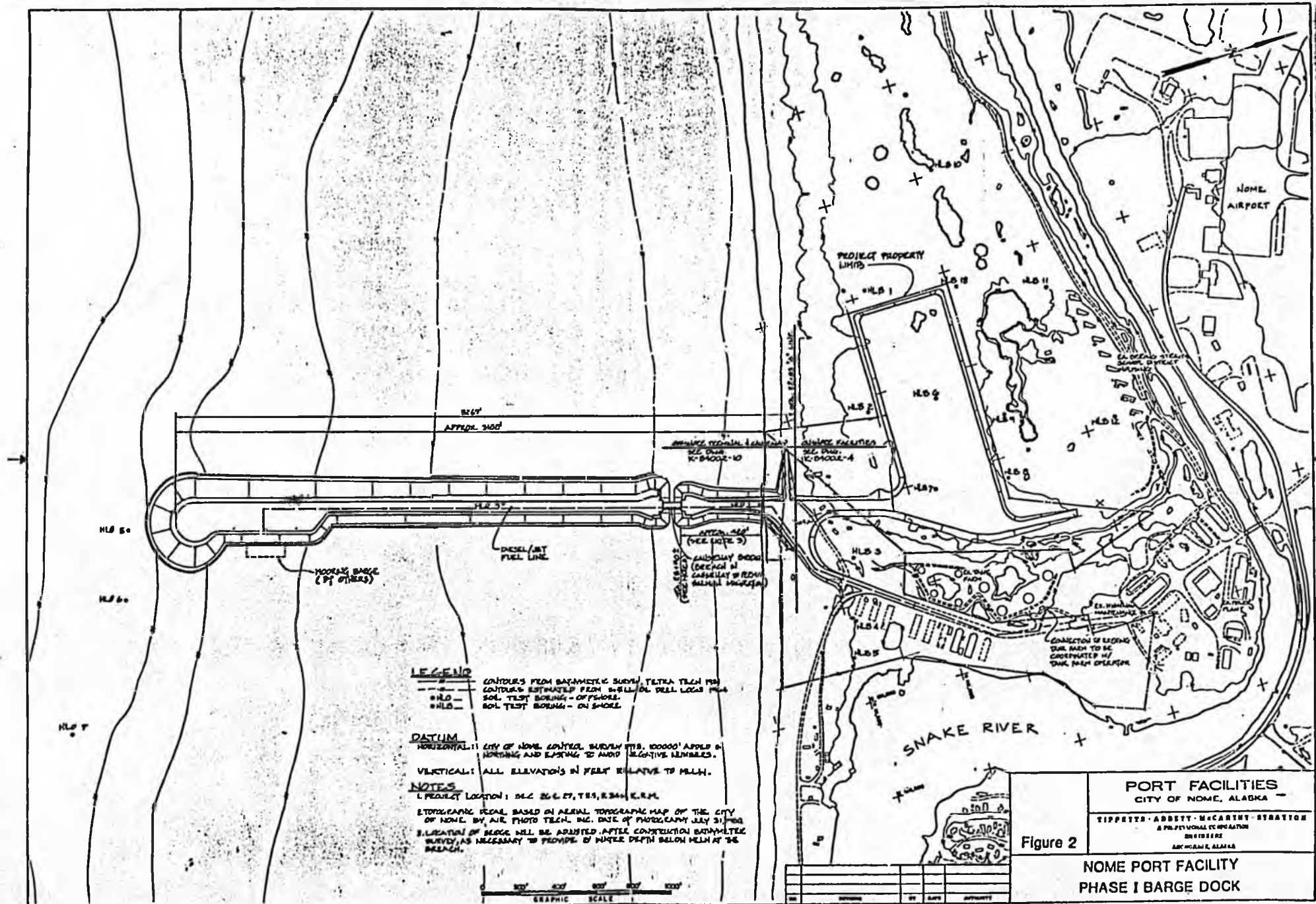
dents of Nome and the surrounding villages, and will also encourage the development of resource-extraction industries to spur the economic growth of the Norton Sound and Seward Peninsula region.

Recognizing that capital funding for the entire project may not be initially available, the City of Nome and DOT/PF have prepared a cut-down version of the project to serve as the initial construction phase. Shown in Figure 2, the proposed Phase I construction will include a 3,000 foot rubble-mound causeway connecting an open onshore storage area to a floating dock moored in 20-25 feet of water. Ocean-going barges up to 400 feet long will berth alongside the floating dock (constructed from a conventional 200 foot barge); while containers and other dry cargo will be transferred to the causeway and be trucked to shore, as shown in Figure 3. A single buried pipeline will be used to offload jet fuel and diesel, which comprise about three-fourths of the bulk petroleum products delivered to Nome.

As planned, the Phase I development will serve the immediate marine transportation needs of the region. Although some operational shortcomings (such as limited draft and berthing space) may need to be corrected in future phases of construction, in the interim the facility represents a vast improvement over the current system of lightering cargoes from barges anchored up to a mile offshore.

Construction Funding

Construction costs for the Phase I facility are projected to be approximately \$19.1 million. Of that total, it is estimated that a maximum of about \$6-8 million can be generated by local funding (through revenue bonds) or by private sector participation in the project. Federal funding sources (such as the U.S. Economic Development Administration) are currently being investigated for funding assistance. However, the City has



LEGEND

--- CONTOURS FROM BATHYMETRIC SURVEY, TETRA TECH, 1958
 --- CONTOURS ESTIMATED FROM SH-111 DRILL LOGS, 1958
 #HLB --- SOIL TEST BORING - OFFSHORE
 #HLB --- SOIL TEST BORING - ON SHORE

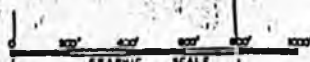
DATUM

HORIZONTAL: CITY OF NOME CONTROL SURVEY (T.S. 100000' APPLICABLE) NORTHING AND EASTING TO AVOID NEGATIVE NUMBERS.

VERTICAL: ALL ELEVATIONS IN FEET RELATIVE TO MLLW.

NOTES

1. PROJECT LOCATION: SEC 26 & 27, T8S, R34W, E2M.
2. TOPOGRAPHIC DATA BASED ON AERIAL TOPOGRAPHIC MAP OF THE CITY OF NOME, BY AIR PHOTO TECH. INC. DATE OF PHOTOGRAPHY JULY 31, 1958.
3. LOCATION OF BARGE WILL BE ADJUSTED AFTER CONSTRUCTION BATHYMETRIC SURVEY, AS NECESSARY TO PROVIDE 10' WATER DEPTH BELOW KEEL AT 25' BREECH.



PORT FACILITIES
 CITY OF NOME, ALASKA

Figure 2

TIPPLES, ABBETT, MCCARTHY, STRATTON
 A PROFESSIONAL CORPORATION
 BUREAU OF ENGINEERS
 400 MORAN, ALABAMA

NOME PORT FACILITY
PHASE I BARGE DOCK

NO.	REVISION	BY	DATE	APPROVED

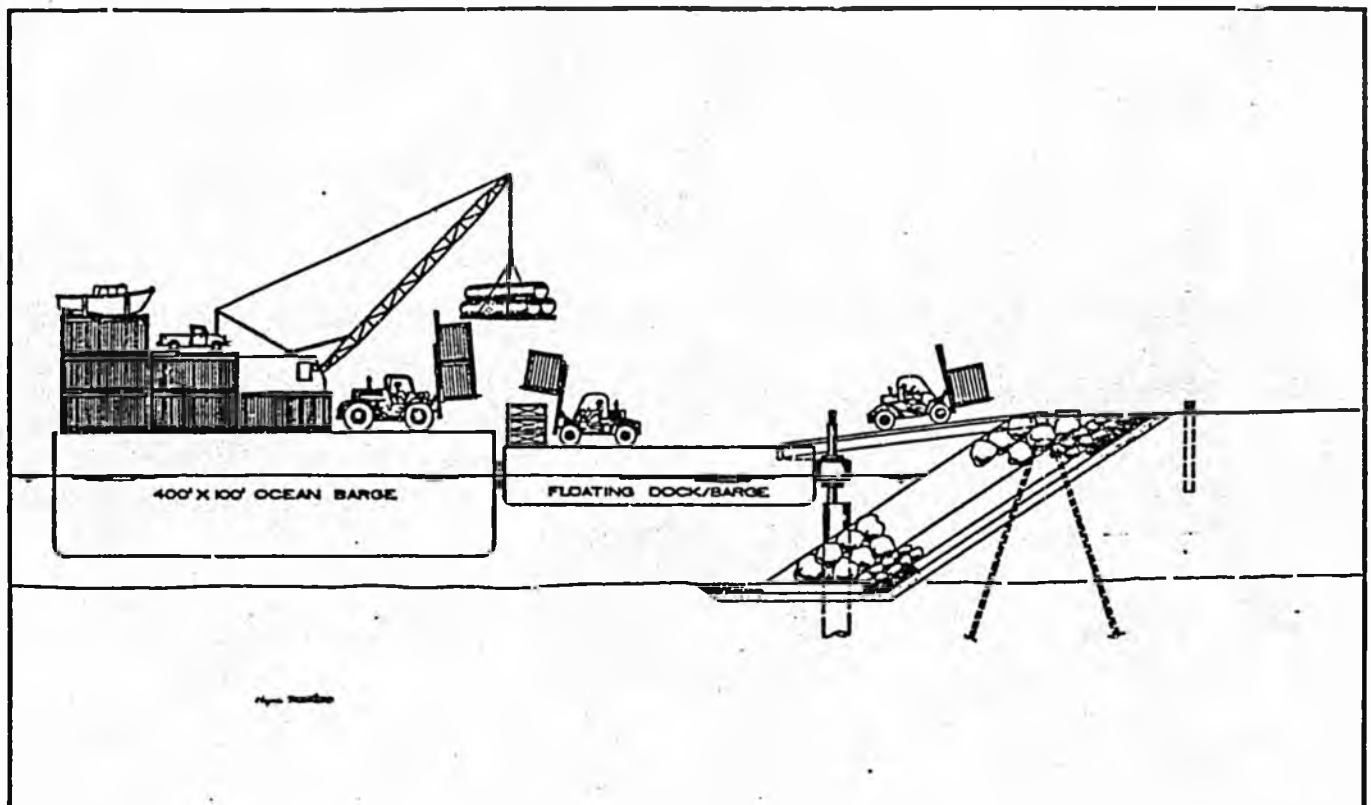


Figure 3

NOME PORT FACILITY - PHASE I BARGE DOCK CARGO UNLOADING/LOADING PROCESS

received little encouragement to date from the agencies contacted that funds would be available in 1984 or 1985. Consequently, grant support by the State of Alaska is therefore requested for approximately \$12 million.

Economic Benefits

Transportation Costs. A major benefit resulting from construction of the port facility will be the elimination of the costly and inefficient lighterage service currently used. At an average charge of about \$76 per ton of cargo lightered into Nome, the cost to the local community and region is on the order of \$3 million annually.

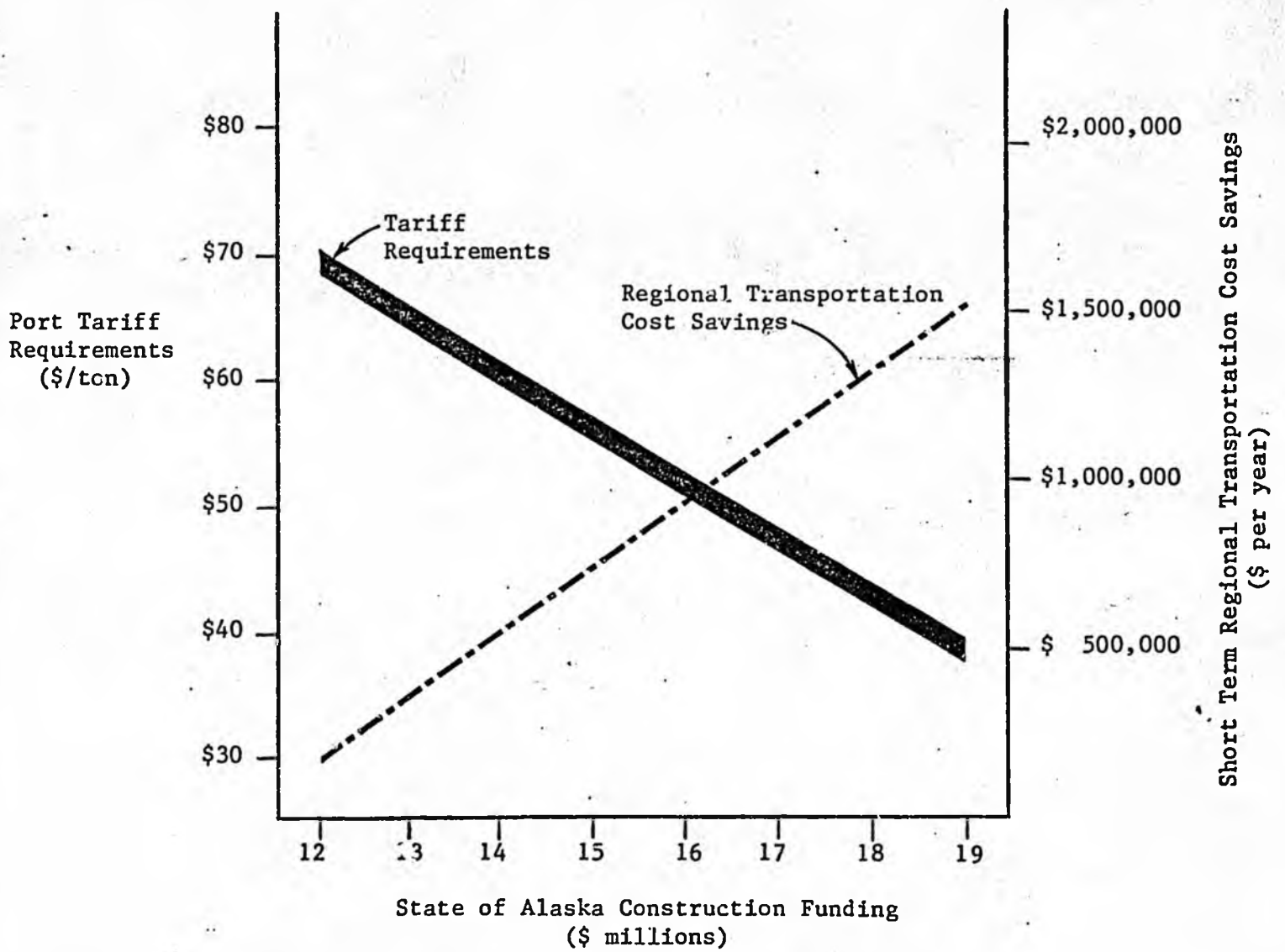
As shown in Figure 4, the transportation cost savings realized by the area residents will depend directly on the level of grant funding contributed by the State of Alaska. With total state funding for the project, port tariffs would need to be

set at approximately \$35-40 per ton, which would result in an annual savings to area residents of up to \$1.6 million. On the other hand, with a state contribution of approximately \$12 million and the remainder of the cost financed privately or by the City of Nome, port tariffs would approximate current lighterage charges and little short-term transportation cost savings would result. (Over the long-term, of course, port tariffs to recover capital investment would remain essentially stable, while lightering costs could be expected to keep pace with inflation. Thus, even with no initial cost advantage the port over the long term would result in lower transportation costs for the residents of the region.)

Regional Economic Development. Phase I of the Nome port will serve as an important first step in providing for the long term economic growth of Northwest Alaska. As described in the Port of Nome Economic Development Analysis, construction of the facility will be a major stimulus for the development and extraction of identified, recoverable tin, fluorite, and other mineral resources. It will function as a service basis for oil exploration (and possibly development) in Norton Sound, and as a corollary benefit will focus the OCS activity in the immediate Nome area, thus relieving fears of unwanted development by many of the coastal villages in the region.

Development of the port facility will play a central role in providing for stable, long-term growth in the region and will provide benefits statewide through job creation and encouraging the creation of a significant mining industry on the Seward Peninsula.

FIGURE 4
TRANSPORTATION COST SAVINGS COMPARISON



TITLE NOME PORT FACILITY PRIORITY 34 OF 49

OPERATING		TOTAL PREVIOUS APPROPRIATIONS	FY 84	FY 85	FY 86	FY 07	FY 88	FY 89
100 PERSONAL SERVICES								
200 - 800 LINE ITEMS								
	TOTAL		*					
1002 FEDERAL RECEIPTS								
1004 GENERAL FUNDS			*					
	OTHER FUNDS							
	FULL-TIME POSITIONS				3	3	3	3
CAPITAL TOTAL		6,980.0		12,000.0				
1002 FEDERAL RECEIPTS								
1004 GENERAL FUNDS				12,000.0				
	OTHER FUNDS (G.O. Bonds)	6,980.0						
REVENUE								

EXPLAIN PREVIOUS APPROPRIATIONS (GIVE SECTION, CHAPTER, SLA) AND ASSUMPTIONS FOR COST, FUNDING SOURCE, POSITION AND REVENUE ESTIMATES:

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AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

PROJECT TITLE NOME PORT FACILITY

CP-2 CAPITAL PROJECT COSTS
 FY 85

HB 452
 Page 5 of 5
 Revised Date

FY85

ANALYSIS OF ESTIMATE OF OPERATIONAL EXPENSE

*NOTE: Operational and maintenance costs together will approach a maximum annual figure of \$700,000. This cost will be borne by the user via an approximate \$9 per ton tariff, which is substantially lower than present and projected lighterage fees. At the same time, the dredging costs of the present Nome harbor, which are projected to approach \$1 million annually and which are financed entirely by governmental appropriations, will be substantially reduced.

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1. Postpone action at this time. Failure to go forward with this project will result in continuing high lighterage costs and act as a retardant to future development in oil exploration, the bottomfish industry, and regional area mining extraction.
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3. Reduce or eliminate state funding insofar as possible. This has also been done. Private investment has been sought and secured to the maximum extent.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

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TITLE NOME PORT FACILITY

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PROJECT NEED STATEMENT (Cont.)

The average waterborne freight growth rate since 1969 according to Corps of Engineers' publications, has been approximately 12%. With the beginning of oil exploration already occurring offshore from Nome in 1983, (Navarin Basin, Norton Sound), the potential development of the bottomfish industry, plus the potential for Seward Peninsula area mining interests to expand dramatically, action should be implemented now to get a minimal marine terminal infrastructure in place.

Development of this project strongly supports several goal areas of this administration:

- (1) Using prior appropriations, the project has been thoroughly studied, analyzed, and designed to provide the best configuration and site location, as well as to tie into and make the best use of the existing Seward Peninsula highway system. The adjacent location of the Nome regional center airport allows excellent air logistical support.
- (2) The port development both serves a basic public service function (reducing freight lightering costs) and has the potential to stimulate economic development (mining, oil) and provide financial returns to the State.
- (3) Maintenance and operational costs have:
 - a. been minimized as much as possible through the design selected, and
 - b. will be borne by the user through the use of port tariffs.
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DOCUMENTATION OF ESTIMATED CAPITAL COSTS

Engineering estimates were developed by the design contractor. Figures were based on recent costs of similar construction in the Nome area and for expected construction market conditions at the time of contract award. Estimates were also based on historical costs of marine facility construction in other areas of Alaska, adjusted for the remote location of Nome, and on similar construction in other areas of the world.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE NOME PORT FACILITY

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TITLE	LOCATION	PROJECT CLASSIFICATION	ELECTION DISTRICT	START DATE	COMPLETE DATE			
				7/84	12/85			
NOME PORT FACILITY (Ph. 4)	Nome	02-631-02-02	23	PRIORITY 34	OF 49			
	GENERAL FUNDS	FEDERAL FUNDS	G.O. BONDS	OTHER	POSITIONS		AGENCY REQUEST FY 85 TOTAL	GOVERNOR
					PFT	PT/SEA.		
REQUESTED FUNDING:	12,000.0						12,000.0	
SITE ACQUISITION								
PLANNING AND DESIGN								
CONSTRUCTION AND EQUIPMENT	12,000.0				0	0	12,000.0	
PREVIOUS APPROPRIATIONS (NON-ADD)			6,980.0					
OPERATING COSTS:								
FIRST YEAR OPERATING COSTS	*							
FULL ANNUAL OPERATING COSTS	*							

PROJECT DESCRIPTION AND JUSTIFICATION: *See note, page 3.

PROJECT DESCRIPTION

Construction of a 3600' rubble mound causeway or acceptable alternative, to provide either full or partial service accommodating a baseline tonnage of 36,000 tons in both liquid and dry cargo. Project is ready to advertise.

PROJECT NEED STATEMENT

The consumers of the Seward Peninsula pay approximately 25% more for bulk cargo and petroleum products because of the lightering costs from ocean-going barges to the existing dock facility.

At present, barges calling at Nome are anchored 1/2 to 3/4 miles offshore for unloading and reloading of cargo and freight. Cranes on board the ocean-going barges are used to offload containers and other cargo to lighters. These shallow draft lighters are towed through the surf and the shallow 8-foot deep entrance channel for unloading at the lighterage company's transfer facility. The lighters are unloaded over the entrance channel retaining wall by portable cranes. Empty containers and outgoing shipments are reloaded to lighters inside the harbor area for return to the oceangoing barges anchored offshore. This is an extremely costly operation.

AGENCY DOT&PF

CP-1 CAPITAL PROJECT
DESCRIPTION
FY 85

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

PROJECT TITLE NOME PORT FACILITY

HB 452

Page 2 of 5
Revised Date

FY85

**CITY OF NOME
PORT FACILITY PROJECT - PHASE I BARGE DOCK**

PROJECT FINANCING AND TRANSPORTATION COST IMPACTS

SUMMARY OF QUESTIONS FREQUENTLY ASKED AND THEIR RESPONSES

How are Cargoes Currently Delivered to Nome?

The City of Nome serves as a transportation and distribution center for the Norton Sound and Seward Peninsula region. Approximately 12,000 people live within the Nome service area, with a population of over 3,400 in Nome.

The existing port facility is located at the mouth of the Snake River within the Nome city limits. Due to shallow draft and limited width the existing port can only accommodate small barges and tugs. Ocean-going vessels currently anchor one-half to one mile from shore, and cargo is transferred to smaller, shallow draft barges (lightered) for delivery to the sheet pile revetments along the river that serve as a dock.

The lightering operation is an inefficient and costly means of offloading cargoes. Lighterage tariffs add an average of \$75.90 to the cost of each ton delivered, equivalent to approximately 25% of the total cost of shipping cargo from Seattle to Nome.

To eliminate the need for lightering and to provide the transportation infrastructure needed for long term economic growth in the region, the City of Nome and Alaska DOT/PF have prepared a design for a modern port. The first phase development of the facility will include a 3100 foot rubble mound causeway extending to a floating dock in about 20-25 feet of water, and an open onshore storage area for cargo handling.

How Much Will Construction of the Port Cost?

The facility as currently planned is estimated to cost about \$19-20 million.

Statewide Oil Revenues Have Been Declining in the Last Few Years, and a State Grant for the Total Cost of Constructing the Port Appears Unlikely to Occur. Can a Portion of the Construction Cost be Financed Locally?

Some local construction money can be provided through financing based on port revenues. Port operations and maintenance are projected to cost the equivalent of \$35-40 per ton. If tariffs are set higher than that amount, the facility will generate additional revenues that could be used to pay back municipal revenue bonds or other types of construction financing.

How Much Could Be Locally Financed?

Potential revenues from port tariffs are limited. It would clearly not be in the best interests of the local residents to set tariffs at a level higher than the current lighterage costs. Consequently, the maximum revenues that could be derived would be based on a system of tariffs equivalent to an average of about \$75.90 per ton (the current lighterage rate). If that tariff level is adopted, up to about \$8 million could be financed by port revenues.

If \$8 Million Can Be Financed Locally, How Much Will the State Have to Provide?

Assuming a total project cost of \$20 million, the state will need to provide \$12 million in grant funds.

Will Transportation Costs Immediately Decrease After the Port is Built?

As initially planned two years ago, construction of the Nome port was to be funded entirely through a state grant. User charges (tariffs) for the port would then need only to recover all operating and maintenance costs, which as described above

are estimated to be on the order of \$35 to \$40 per ton or about half of current lighterage charges. Consequently a significant and immediate reduction in transportation costs was foreseen.

However, with the current emphasis on local participation in construction funding port tariffs may need to be set at a level comparable to current lighterage rates. Thus, there may be no initial cost savings to area residents.

With Potentially No Initial Cost Savings, How Can It Make Sense to Spend \$20 Million for a Port?

The project will provide major benefits to the community and region even without an initial reduction in transportation costs. Such benefits will include:

- Port tariffs will be relatively stable, as a large component of the revenues required will be for a fixed payment, long term debt. On the other hand, if lightering is continued then it is highly probable that the lightering costs will continue to escalate with the cost of living. Thus for each year that passes the port tariff, will be increasingly less costly than lightering.
- Steady growth in population is forecast for the region. With the increasing population will come larger demands for cargo shipped to Nome. Thus, even with no other economic development in the region (an unlikely prospect) port revenues will increase and it may be possible to retire the debt early or reduce tariffs.
- The port will provide for more efficient, faster cargo offloading and loading, which will help keep costs down and encourage additional cargoes to be shipped through Nome as a regional center.

- After the construction debt is repaid (typically 20 years) port tariffs can be adjusted downward to reflect the decreased revenue requirements.
- Perhaps the most important reason for constructing the port is that it will serve as major step in providing the transportation facilities needed for the long term economic growth of the region. The Seward Peninsula is one of the most highly mineralized areas in the country. Nome sits at the hub of a regional road network that extends near to many of the major identified ore deposits. With a port in Nome equipment and supplies can be brought in to explore and develop the deposits, and the expansion of the port to accommodate ore shipments can be readily implemented as development nears. The resulting direct and indirect employment will foster growth in the local and regional economies, and will provide benefits statewide.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 11/16/93

I. REQUEST Page 1 of 5

Bill/Resolution No.: HB 452
Title: Nome Port Facility
Sponsor: Fuller and Busse
Requestor: _____
Date of Request: _____

II. FISCAL DETAIL

Agency Affected: DOT & PF
Program Category Affected: Buildings & Harbor
BRU, Program of Subprogram(s) Affected: Northern Region

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-					
CAPITAL	12,000.0					
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	12,000.0					
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	12,000.0					

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						
TOTAL						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by Sponsor.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Mim Dixon, Director Phone: 479-4281
Division: Planning and Programming Date: 11/16/83

Approved by Commissioner: H. Glenzer, Jr Deputy Commissioner Date: 11/16/83
Department: DOT & PF, Northern Region

Distribution:

Original to Legislative Finance
Copy to Office of Management and Budget (for Legislature introduced bills)
Copy to Department (for Governor introduced bills)
Copy to Sponsor
Copy to Requestor (if different from Sponsor)

9/14/83

Introduced: 1/9/84
Referred: Transportation and
Finance

<u>Funding Information</u>	
General Fund	\$12,000,000
Other Funds	-0-
	<u>\$12,000,000</u>

1 IN THE HOUSE

BY FULLER AND BUSSELL

2

HOUSE BILL NO. 452

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND 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 Phase I of the Nome Port Facility; and providing for
9 an effective date."

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

11 * Section 1. The sum of \$12,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for Phase I
13 of the Nome Port Facility.

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

16 * Sec. 3. This Act takes effect July 1, 1984.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

*FR accompanied
bill into Finance*

Revision Date: 11/16/83

I. **REQUEST** Page 1 of 5
 Bill/Resolution No.: HB 452
 Title: Nome Port Facility
 Sponsor: Fuller and Bussel
 Requestor: _____
 Date of Request: _____

II. **FISCAL DETAIL**
 Agency Affected: DOT & PF
 Program Category Affected: Buildings & Harbor
 BRU, Program of Subprogram(s) Affected: Northern Region

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	-0-					
CAPITAL	12,000.0					
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	12,000.0					
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	12,000.0					

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						
TOTAL						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by Sponsor.

IV. **ANALYSIS:** Attach a separate page for any Analysis

Prepared By: Mim Dixon, Director Phone: 479-4281
 Division: Planning and Programming Date: 11/16/83
 Approved by Commissioner: H. Glenzer, Jr., Deputy Commissioner Date: 11/16/83
 Department: DOT & PF, Northern Region

Distribution:

- Original to Legislative Finance
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- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

9/14/83

TITLE NOME PORT FACILITY (Ph. 4)	LOCATION Nome		PROJECT CLASSIFICATION 02-631-02-02		ELECTION DISTRICT 23		START DATE 7/84	COMPLETE DATE 12/85
	PRIORITY 34 OF 49							
	GENERAL FUNDS	FEDERAL FUNDS	G.O. BONDS	OTHER	POSITIONS		AGENCY REQUEST	GOVERNOR
					PFT	PT/SEA.	FY 85 TOTAL	
REQUESTED FUNDING:	12,000.0						12,000.0	
SITE ACQUISITION								
PLANNING AND DESIGN								
CONSTRUCTION AND EQUIPMENT	12,000.0				0	0	12,000.0	
PREVIOUS APPROPRIATIONS (NON-ADD)			6,980.0					
OPERATING COSTS:								
FIRST YEAR OPERATING COSTS	*							
FULL ANNUAL OPERATING COSTS	*							

PROJECT DESCRIPTION AND JUSTIFICATION: *See note, page 3.

PROJECT DESCRIPTION

Construction of a 3600' rubble mound causeway or acceptable alternative, to provide either full or partial service accommodating a baseline tonnage of 30,000 tons in both liquid and dry cargo. Project is ready to advertise.

PROJECT NEED STATEMENT

The consumers of the Seward Peninsula pay approximately 25% more for bulk cargo and petroleum products because of the lightering costs from ocean-going barges to the existing dock facility.

At present, barges calling at Nome are anchored 1/2 to 3/4 miles offshore for unloading and reloading of cargo and freight. Cranes on board the ocean-going barges are used to offload containers and other cargo to lighters. These shallow draft lighters are towed through the surf and the shallow 8-foot deep entrance channel for unloading at the lighterage company's transfer facility. The lighters are unloaded over the entrance channel retaining wall by portable cranes. Empty containers and outgoing shipments are reloaded to lighters inside the harbor area for return to the oceangoing barges anchored offshore. This is an extremely costly operation.

AGENCY DOT&PF

CP-1 CAPITAL PROJECT DESCRIPTION
FY 85

CATEGORY TRANSPORTATION

HB 452

FY85

PROGRAM NORTHERN REGION PORTS & HARBORS

Page 2 of 5
Revised Date

PROJECT TITLE NOME PORT FACILITY

PROJECT NEED STATEMENT (Cont.)

The average waterborne freight growth rate since 1969 according to Corps of Engineers' publications, has been approximately 12%. With the beginning of oil exploration already occurring offshore from Nome in 1983, (Navarin Basin, Norton Sound), the potential development of the bottomfish industry, plus the potential for Seward Peninsula area mining interests to expand dramatically, action should be implemented now to get a minimal marine terminal infrastructure in place.

Development of this project strongly supports several goal areas of this administration:

- (1) Using prior appropriations, the project has been thoroughly studied, analyzed, and designed to provide the best configuration and site location, as well as to tie into and make the best use of the existing Seward Peninsula highway system. The adjacent location of the Nome regional center airport allows excellent air logistical support.
- (2) The port development both serves a basic public service function (reducing freight lightering costs) and has the potential to stimulate economic development (mining, oil) and provide financial returns to the State.
- (3) Maintenance and operational costs have:
 - a. been minimized as much as possible through the design selected, and
 - b. will be borne by the user through the use of port tariffs.
- (4) The Nome port is being implemented as a joint venture with the private sector contributing financing and/or investment to a maximum extent and the State providing initial seed capital.

DOCUMENTATION OF ESTIMATED CAPITAL COSTS

Engineering estimates were developed by the design contractor. Figures were based on recent costs of similar construction in the Nome area and for expected construction market conditions at the time of contract award. Estimates were also based on historical costs of marine facility construction in other areas of Alaska, adjusted for the remote location of Nome, and on similar construction in other areas of the world.

CP-1 FY85	ADDITIONAL EXPLANATION FORM
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43

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE NOME PORT FACILITY

HB 452

FY85

Page 3	of 5
Revised Date	

ANALYSIS OF ESTIMATE OF OPERATIONAL EXPENSE

*NOTE: Operational and maintenance costs together will approach a maximum annual figure of \$700,000. This cost will be borne by the user via an approximate \$9 per ton tariff, which is substantially lower than present and projected lighterage fees. At the same time, the dredging costs of the present Nome harbor, which are projected to approach \$1 million annually and which are financed entirely by governmental appropriations, will be substantially reduced.

IDENTIFICATION OF ALTERNATIVES CONSIDERED

1. Postpone action at this time. Failure to go forward with this project will result in continuing high lighterage costs and act as a retardant to future development in oil exploration, the bottomfish industry, and regional area mining extraction.
2. Scale down the scope of the overall project. This approach has been adopted. The project as now developed is a minimal level facility designed to meet current traffic and expandable to meet increased traffic as demand warrants. In order to arrive at and agree on the present design, seven basic alternatives, plus minor variations, all of which were technically feasible, were evaluated in depth.
3. Reduce or eliminate state funding insofar as possible. This has also been done. Private investment has been sought and secured to the maximum extent.

AGENCY DOT&PF

CATEGORY TRANSPORTATION

PROGRAM NORTHERN REGION PORTS & HARBORS

TITLE NOME PORT FACILITY

HB 452

Page 4 of 5
Revised Date

FY85

CP-1
FY85

ADDITIONAL
EXPLANATION
FORM

43

TITLE **NOME PORT FACILITY** PRIORITY **34** OF **49**

OPERATING		TOTAL PREVIOUS APPROPRIATIONS	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES								
200 - 800 LINE ITEMS								
TOTAL			*					
1002 FEDERAL RECEIPTS								
1004 GENERAL FUNDS			*					
OTHER FUNDS								
FULL-TIME POSITIONS					3	3	3	3
CAPITAL		TOTAL						
		6,980.0		12,000.0				
1002 FEDERAL RECEIPTS								
1004 GENERAL FUNDS				12,000.0				
OTHER FUNDS	(G.O. Bonds)	6,980.0						
REVENUE								

EXPLAIN PREVIOUS APPROPRIATIONS (GIVE SECTION, CHAPTER, SLA) AND ASSUMPTIONS FOR COST, FUNDING SOURCE, POSITION AND REVENUE ESTIMATES:

Previous appropriations for preliminary engineering and design of this project: Ch 86/74, Ch 118/80/6/24.

*Maintenance on the completed Nome Port Facility will be the responsibility of the City of Nome. Maintenance costs will be entirely offset through port revenues collected from the users. At the same time, the dredging costs of the present Nome harbor, which are projected to approach \$1 million annually and which are financed entirely by government appropriations, will be substantially reduced.

CP-2 CAPITAL PROJECT COSTS
 FY 85

AGENCY DOT&PF
 CATEGORY TRANSPORTATION
 PROGRAM NORTHERN REGION PORTS & HARBORS
 PROJECT TITLE NOME PORT FACILITY

HB 452
 Page 5 of 5
 Revised Date

FY85

Offered: 3/21/84
Referred: Finance

Original sponsors: Fuller and Bussell

<u>Funding Information</u>	
General Fund	\$4,000,000
Other Funds	-0-
	<u>\$4,000,000</u>

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 SENATE CS FOR HOUSE BILL NO. 452 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - SECOND 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 Phase I of the Nome Port Facility; and providing for
9 an effective date."
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:
11 * Section 1. The sum of \$4,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for Phase I
13 of the Nome Port Facility.
14 * Sec. 2. The appropriation made by this Act is for a capital project
15 and is subject to AS 37.25.020.
16 * Sec. 3. This Act takes effect July 1, 1984.

Introduced: 1/9/84
Referred: Transportation and
Finance

Funding Information
General Fund \$12,000,000
Other Funds -0-
\$12,000,000

1 IN THE HOUSE

BY FULLER AND BUSSELL

2

HOUSE BILL NO. 452

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for Phase I of the Nome Port Facility; and providing for an effective date."

7

8

9

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

11 * Section 1. The sum of \$12,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for Phase I
13 of the Nome Port Facility.

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

16 * Sec. 3. This Act takes effect July 1, 1984.

CITY OF NOME PORT DEVELOPMENT PROJECT
PHASE I BARGE DOCK
PROJECT SUMMARY

Project Description

The City of Nome and Alaska Department of Transportation and Public Facilities (DOT/PF) have worked together the past four years to develop a design for port facility in Nome. As a result of a detailed investigation of harbor development alternatives, and in-depth engineering analyses of potential ice, storm and other design considerations, a design has been completed for a modern, two-berth offshore barge terminal.

As shown in Figure 1, the proposed harbor will provide the moorage, offloading area, and cargo handling facilities needed to meet the long term needs of the approximately 12,000 resi-

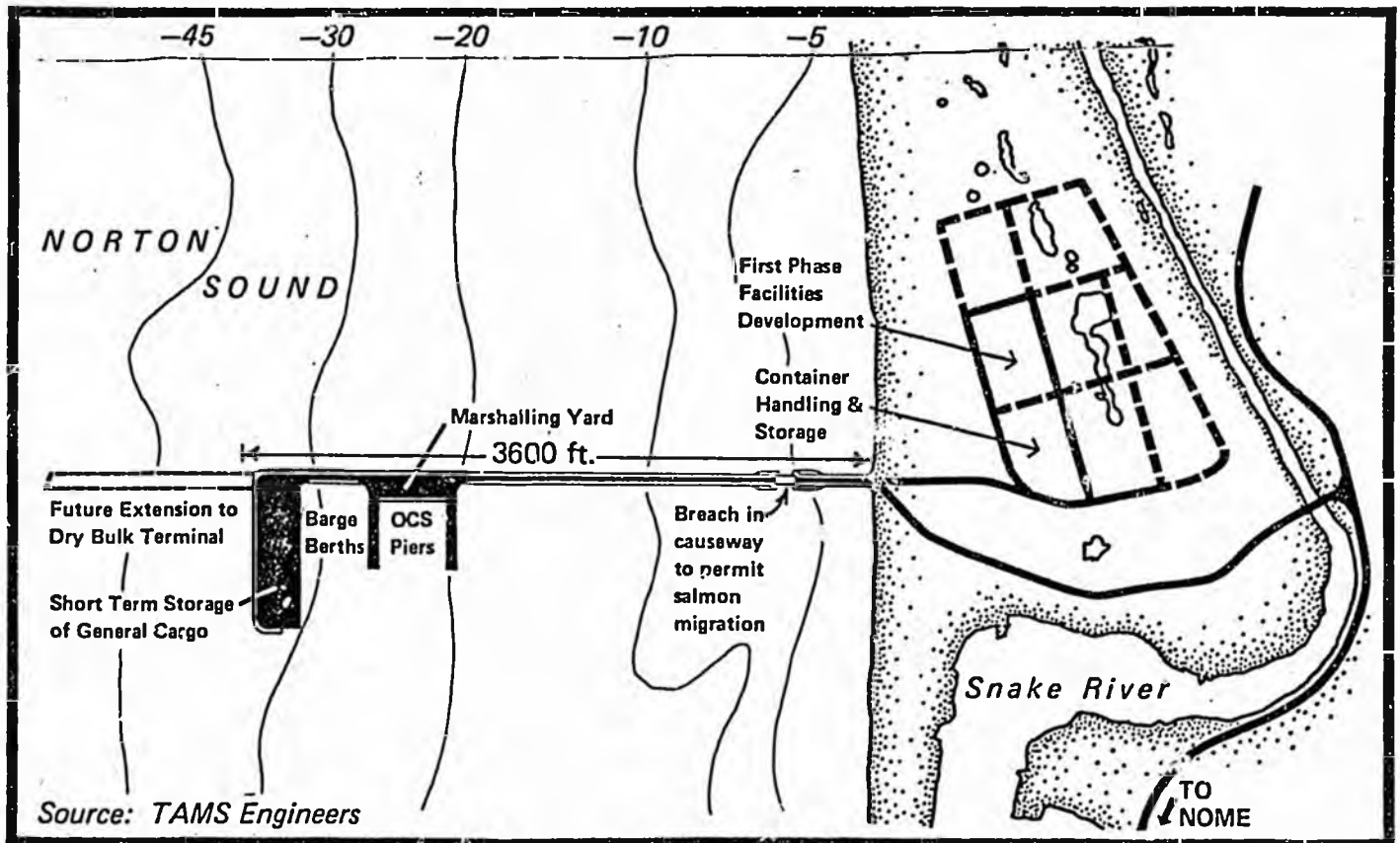


Figure 1

NOME PORT FACILITY - LONG RANGE DEVELOPMENT PLAN

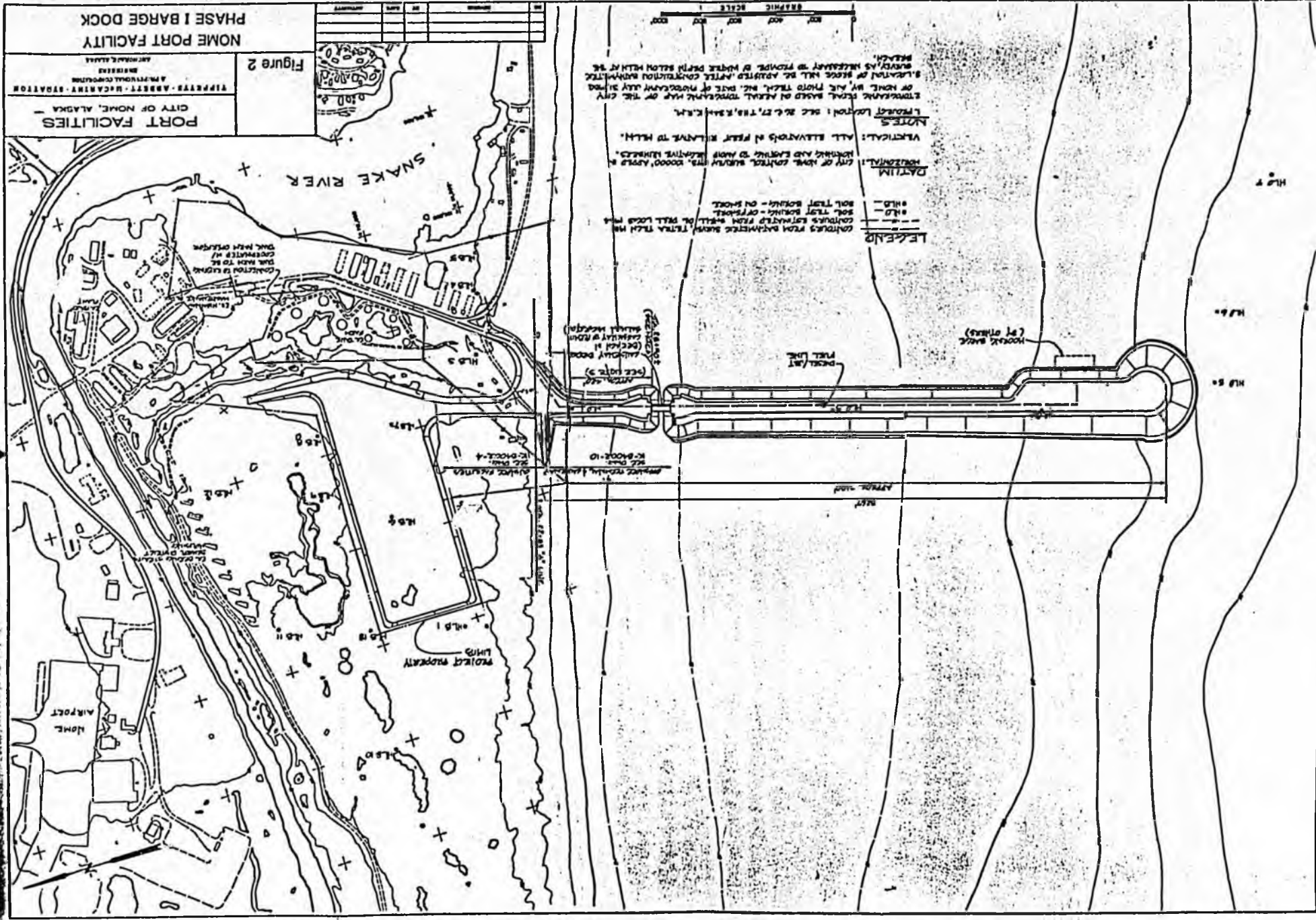
dents of Nome and the surrounding villages, and will also encourage the development of resource-extraction industries to spur the economic growth of the Norton Sound and Seward Peninsula region.

Recognizing that capital funding for the entire project may not be initially available, the City of Nome and DOT/PF have prepared a cut-down version of the project to serve as the initial construction phase. Shown in Figure 2, the proposed Phase I construction will include a 3,000 foot rubble-mound causeway connecting an open onshore storage area to a floating dock moored in 20-25 feet of water. Ocean-going barges up to 400 feet long will berth alongside the floating dock (constructed from a conventional 200 foot barge); while containers and other dry cargo will be transferred to the causeway and be trucked to shore, as shown in Figure 3. A single buried pipeline will be used to offload jet fuel and diesel, which comprise about three-fourths of the bulk petroleum products delivered to Nome.

As planned, the Phase I development will serve the immediate marine transportation needs of the region. Although some operational shortcomings (such as limited draft and berthing space) may need to be corrected in future phases of construction, in the interim the facility represents a vast improvement over the current system of lightering cargoes from barges anchored up to a mile offshore.

Construction Funding

Construction costs for the Phase I facility are projected to be approximately \$19.1 million. Of that total, it is estimated that a maximum of about \$6-8 million can be generated by local funding (through revenue bonds) or by private sector participation in the project. Federal funding sources (such as the U.S. Economic Development Administration) are currently being investigated for funding assistance. However, the City has



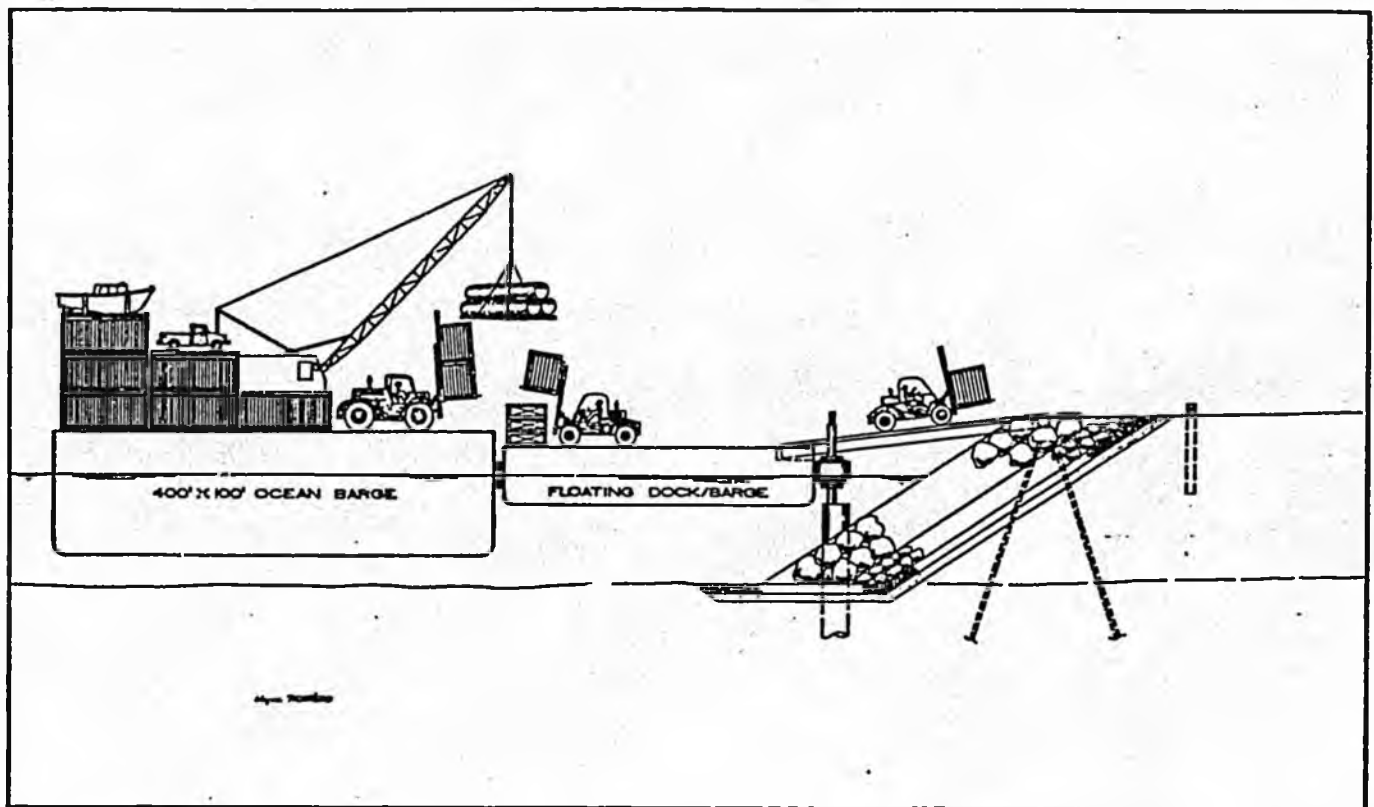


Figure 3

NOME PORT FACILITY - PHASE I BARGE DOCK CARGO UNLOADING/LOADING PROCESS

received little encouragement to date from the agencies contacted that funds would be available in 1984 or 1985. Consequently, grant support by the State of Alaska is therefore requested for approximately \$12 million.

Economic Benefits

Transportation Costs. A major benefit resulting from construction of the port facility will be the elimination of the costly and inefficient lighterage service currently used. At an average charge of about \$76 per ton of cargo lightered into Nome, the cost to the local community and region is on the order of \$3 million annually.

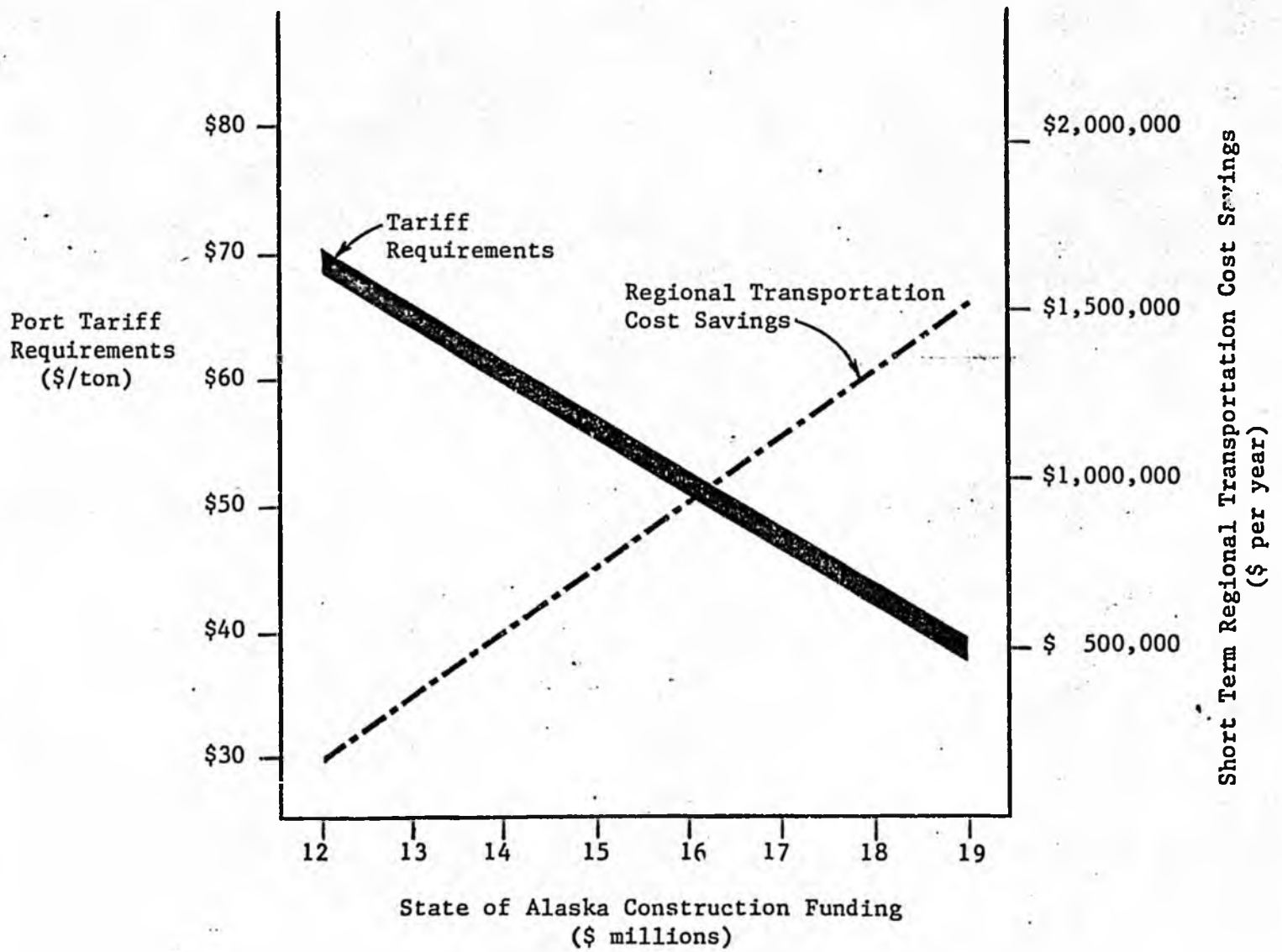
As shown in Figure 4, the transportation cost savings realized by the area residents will depend directly on the level of grant funding contributed by the State of Alaska. With total state funding for the project, port tariffs would need to be

set at approximately \$35-40 per ton, which would result in an annual savings to area residents of up to \$1.6 million. On the other hand, with a state contribution of approximately \$12 million and the remainder of the cost financed privately or by the City of Nome, port tariffs would approximate current lighterage charges and little short-term transportation cost savings would result. (Over the long-term, of course, port tariffs to recover capital investment would remain essentially stable, while lightering costs could be expected to keep pace with inflation. Thus, even with no initial cost advantage the port over the long term would result in lower transportation costs for the residents of the region.)

Regional Economic Development. Phase I of the Nome port will serve as an important first step in providing for the long term economic growth of Northwest Alaska. As described in the Port of Nome Economic Development Analysis, construction of the facility will be a major stimulus for the development and extraction of identified, recoverable tin, fluorite, and other mineral resources. It will function as a service basis for oil exploration (and possibly development) in Norton Sound, and as a corollary benefit will focus the OCS activity in the immediate Nome area, thus relieving fears of unwanted development by many of the coastal villages in the region.

Development of the port facility will play a central role in providing for stable, long-term growth in the region and will provide benefits statewide through job creation and encouraging the creation of a significant mining industry on the Seward Peninsula.

FIGURE 4
TRANSPORTATION COST SAVINGS COMPARISON



**CITY OF NOMB
PORT FACILITY PROJECT - PHASE I BARGE DOCK**

PROJECT FINANCING AND TRANSPORTATION COST IMPACTS

SUMMARY OF QUESTIONS FREQUENTLY ASKED AND THEIR RESPONSES

How are Cargoes Currently Delivered to Nome?

The City of Nome serves as a transportation and distribution center for the Norton Sound and Seward Peninsula region. Approximately 12,000 people live within the Nome service area, with a population of over 3,400 in Nome.

The existing port facility is located at the mouth of the Snake River within the Nome city limits. Due to shallow draft and limited width the existing port can only accommodate small barges and tugs. Ocean-going vessels currently anchor one-half to one mile from shore, and cargo is transferred to smaller, shallow draft barges (lightered) for delivery to the sheet pile revetments along the river that serve as a dock.

The lightering operation is an inefficient and costly means of offloading cargoes. Lighterage tariffs add an average of \$75.90 to the cost of each ton delivered, equivalent to approximately 25% of the total cost of shipping cargo from Seattle to Nome.

To eliminate the need for lightering and to provide the transportation infrastructure needed for long term economic growth in the region, the City of Nome and Alaska DOT/PP have prepared a design for a modern port. The first phase development of the facility will include a 3100 foot rubble mound causeway extending to a floating dock in about 20-25 feet of water, and an open onshore storage area for cargo handling.

How Much Will Construction of the Port Cost?

The facility as currently planned is estimated to cost about \$19-20 million.

Statewide Oil Revenues Have Been Declining in the Last Few Years, and a State Grant for the Total Cost of Constructing the Port Appears Unlikely to Occur. Can a Portion of the Construction Cost be Financed Locally?

Some local construction money can be provided through financing based on port revenues. Port operations and maintenance are projected to cost the equivalent of \$35-40 per ton. If tariffs are set higher than that amount, the facility will generate additional revenues that could be used to pay back municipal revenue bonds or other types of construction financing.

How Much Could Be Locally Financed?

Potential revenues from port tariffs are limited. It would clearly not be in the best interests of the local residents to set tariffs at a level higher than the current lighterage costs. Consequently, the maximum revenues that could be derived would be based on a system of tariffs equivalent to an average of about \$75.90 per ton (the current lighterage rate). If that tariff level is adopted, up to about \$8 million could be financed by port revenues.

If \$8 Million Can Be Financed Locally, How Much Will the State Have to Provide?

Assuming a total project cost of \$20 million, the state will need to provide \$12 million in grant funds.

Will Transportation Costs Immediately Decrease After the Port is Built?

As initially planned two years ago, construction of the Nome port was to be funded entirely through a state grant. User charges (tariffs) for the port would then need only to recover all operating and maintenance costs, which as described above

are estimated to be on the order of \$35 to \$40 per ton or about half of current lighterage charges. Consequently a significant and immediate reduction in transportation costs was foreseen.

However, with the current emphasis on local participation in construction funding port tariffs may need to be set at a level comparable to current lighterage rates. Thus, there may be no initial cost savings to area residents.

With Potentially No Initial Cost Savings, How Can It Make Sense to Spend \$20 Million for a Port?

The project will provide major benefits to the community and region even without an initial reduction in transportation costs. Such benefits will include:

- Port tariffs will be relatively stable, as a large component of the revenues required will be for a fixed payment, long term debt. On the other hand, if lighterage is continued then it is highly probable that the lighterage costs will continue to escalate with the cost of living. Thus for each year that passes the port tariff, will be increasingly less costly than lighterage.
- Steady growth in population is forecast for the region. With the increasing population will come larger demands for cargo shipped to Nome. Thus, even with no other economic development in the region (an unlikely prospect) port revenues will increase and it may be possible to retire the debt early or reduce tariffs.
- The port will provide for more efficient, faster cargo offloading and loading, which will help keep costs down and encourage additional cargoes to be shipped through Nome as a regional center.

- After the construction debt is repaid (typically 20 years) port tariffs can be adjusted downward to reflect the decreased revenue requirements.
- Perhaps the most important reason for constructing the port is that it will serve as major step in providing the transportation facilities needed for the long term economic growth of the region. The Seward Peninsula is one of the most highly mineralized areas in the country. Nome sits at the hub of a regional road network that extends near to many of the major identified ore deposits. With a port in Nome equipment and supplies can be brought in to explore and develop the deposits, and the expansion of the port to accommodate ore shipments can be readily implemented as development nears. The resulting direct and indirect employment will foster growth in the local and regional economies, and will provide benefits statewide.

COMMITTEE REPORT
SENATE

FURTHER:

FINANCE

2/10/84

Date March 20, 1984

Mr. President

The Committee on TRANSPORTATION considered HB 452

special appropriation to the Department of Transportation and Public Facilities for Phase I of the Nome Port Facility; efd.

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

- do pass
- do pass with attached amendment(s)
- replace with/or adopt SCS for HB 452 (Transp)
House Bill 452 (Senate Transportation)
- new title
- same title and recommends may do Pass
- and attached a "LETTER OF INTENT" NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS

[Signature]
[Signature]

[Signature] *None*

[Signature]
 Chairman
[Signature]
 Chairman recommendation

COMMITTEE REPORT
HOUSE

(11)

FURTHER:

2/9/84
(Finance added 2/9/84)

Date: 2-21-84

The Committee on FINANCE has had HB 455

"An Act relating to defects in the title of the state to land; and providing for an effective date."

under consideration and recommends:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HB 455 (Res) same title
 new title
- and recommends DO PASS
- AND attaches a "Letter of Intent" New Fiscal Note 2/8/84
- reports it back without recommendation Zero Fiscal Note Attached
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Robert B. Adams

W. B. Whitworth

[Signature]

[Signature]

[Signature]

MILO H. F. WITZ

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Will Finney

[Signature]

Robert B. Adams
CHAIRMAN

Offered: 2/9/84
Referred: Finance

Original sponsors: Goll, Grussendorf
and Herrmann

1 IN THE HOUSE BY THE RESOURCES COMMITTEE
2 CS FOR HOUSE BILL NO. 455 (Resources)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - SECOND SESSION
5 A BILL
6 For an Act entitled: "An Act relating to defects in the title of the state
7 to land; and providing for an effective date."
8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:
9 * Section 1. LEGISLATIVE PURPOSE AND FINDINGS. (a) The purpose of
10 this Act is to provide a mechanism to correct defects in the title of the
11 state to land and in doing so, to settle certain claims, including Native
12 allotment claims, against the state.
13 (b) The legislature finds that the correction of title defects is a
14 matter of statewide significance, is in the public interest, and will
15 foreclose possible protracted and divisive litigation.
16 * Sec. 2. AS 38.05.035(b) is amended to read:
17 (b) The director may
18 (1) delegate the administrative duties, functions or powers
19 imposed upon the director [HIM] to a responsible employee in the
20 division;
21 (2) grant preference rights for the lease or purchase of
22 state land without competitive bid in order to correct the past or
23 future errors or omissions of a state or federal administrative agency
24 when inequitable detriment would otherwise result to a diligent claim-
25 ant or applicant due to situations over which the claimant or appli-
26 cant had no control; the exercise of this discretionary power operates
27 only to divest the state of its title to or interests in land and may
28 be exercised only with the express approval of the commissioner;
29 (3) grant a preference right to a claimant who shows bona

1 fide improvement of state land, or federal land subsequently acquired
2 by the state, and who has in good faith sought to obtain title to the
3 land but who, through error or omission of others, has been denied
4 title to it; upon a showing satisfactory to the commissioner, the
5 claimant may lease or purchase the land at the price set on the date
6 of original entry on the land or, if a price was not set at that time
7 at a price determined by the division to fairly represent the value of
8 unimproved land at the time the claim was established, but in no event
9 less than the cost of administration including survey; the error or
10 omission of a predecessor in interest or an agent, administrator, or
11 executor which has clearly prejudiced the claimant may be the basis
12 for granting a preference right;

13 (4) sell land [LANDS] by lottery for less than its [THEIR]
14 appraised value when, in the director's [HIS] judgment, past scarcity
15 of land suitable for private ownership in any particular area has
16 resulted in unrealistic land values;

17 (5) when the director [HE] determines it is in the best
18 interest of the state and will avoid injustice to a person or the
19 [HIS] heirs or devisees of the person, dispose of land, by direct
20 negotiation to that person who presently uses and who used and made
21 improvements to that land before January 3, 1959 or the [HIS] heirs or
22 devisees of that person; the amount paid for the land shall be its
23 fair market value on the date that the person first entered the land,
24 as determined by the director; a parcel of land disposed of under this
25 paragraph shall be of a size consistent with the person's prior use,
26 but may not exceed five acres;

27 (6) dispose of an interest in land limited to use for
28 agricultural purposes by lottery;

29 (7) convey to an adjoining landowner a parcel of land

1 created by a highway right-of-way alignment or realignment, or a
2 parcel created by the vacation of a state-owned right-of-way if

3 (A) the director [HE] determines that it is in the
4 best interests of the state;

5 (B) the parcel does not exceed the minimum lot size
6 under an applicable zoning code; and

7 (C) the director and the platting authority having
8 land use planning jurisdiction agree that conveyance of the
9 parcel to the adjoining landowner will result in boundaries that
10 are convenient for the use of the land by the landowner and
11 compatible with municipal land use plans;

12 (8) for good cause extend for up to 90 days the time for
13 rental or installment payments by a lessee or purchaser of state land
14 under AS 38.05 if reasonable penalties and interest set by the direc-
15 tor are paid;

16 (9) quitclaim land or an interest in land to the federal
17 government on a determination that the land or the interest in land
18 was wrongfully or erroneously conveyed by the federal government to
19 the state.

20 * Sec. 3. AS 38.05.125 is amended by adding a new subsection to read:

21 (b) The provisions of (a) of this section do not apply to a
22 quitclaim of land or an interest in land made under AS 38.05.035-
23 (b)(9).

24 * Sec. 4. AS 38.05.321(c) is amended to read:

25 (c) The provisions of this section do not apply to

26 (1) state land classified as agricultural land which has
27 been selected by a municipality under the provisions of AS 29.18.190 -
28 29.18.200 if the selection is an approved selection before April 1,
29 1978 and is otherwise valid under AS 29.18.205(b); or

1 (2) a quitclaim of the interest of the state to the federal
2 government under AS 38.05.035(b)(9).

3 * Sec. 5. This Act takes effect immediately in accordance with AS 01.-
4 10.070(c).

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 2/8/84

REQUEST

Bill/Resolution No.: CSHB 455 (Res)
Title: defects in the title of
State Land
Sponsor: Goll & Grussendorf
Requestor:
Date of Request:

FISCAL DETAIL

Agency Affected: Natural Resources
Program Category Affected: Information &
Record Management - Title Defense
BRU, Program or Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES		46.2				
200 TRAVEL		1.2				
300 CONTRACTUAL		4.0				
400 SUPPLIES		2.0				
500 EQUIPMENT		1.5				
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING	0	52.5	57.7	61.1	64.7	68.5
CAPITAL	0	0	0	0	0	0
REVENUE	0	0				

FUNDING: (Thousands of Dollars)

GENERAL FUND		54.5	57.7	61.1	64.7	68.5
FEDERAL FUNDS						
OTHER						
TOTAL		54.5	57.7	61.1	64.7	68.5

POSITIONS:

FULL-TIME		1	1	1	1	1
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

General Fund

ANALYSIS: Attach a separate page for analysis

Prepared By: Carol Shobe/Joe Burch

Phone: 276-2653

Division: Technical Services

Date: 2/8/84

Approved by Commissioner: William D. Amundson, Deputy
Agency: Department of Natural Resources

Date: 2/8/84

Distribution (by Agency preparing fiscal note):

Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

12/1/83

Amended Analysis of Fiscal Impact of Proposed Legislation

House Bill No. 455

The proposed House Bill No. 455 "An Act relating to defects in the title of the state of land,..." is a clear statutory authority to provide a mechanism to correct defects in title. This statutory authority itself will not have a fiscal impact however, the necessity of responding to actions that this authority permits will have a fiscal impact.

There are numerous clouds on the State's land title. Many of these are Native Allotment claims filed with the federal government, Bureau of Land Management, which were not of record, adjudicated or properly located at the time the State received its land. Many of these are indeed valid existing rights of Alaskan residents.

There are several ways to remove the clouds on the States title and to accomodate valid claims of Alaskans.

- 1) Native Allotment claims located on state land, must first be adjudicated, approved, located and surveyed by BLM. Once this is completed the file must be transmitted to the Regional Solicitors Office with a recommendation that a quiet title action be initiated against the State to acquire title on behalf of the Allottee. The attorneys must review the case, and request information that would strengthen the case, (i.e. affidavits, field reports, etc.) Then the Regional Solicitor must request the U.S. Attorney's office to initiate a quiet title action in the federal court. When the workload of the U.S. Attornys permits, a litigation action will eventually be filed. The court calendar is extremely full but eventually the case will be scheduled. At this point the State will be involved by requiring the Attorney General's office to respond to the litigation and DNR staff to examine the records to determine if a third party right has been created, if state improvements or state monies have been allocated for the lands, and if there is a road or trail requiring an easement. Actions required by the State will most likely be unplanned but response is necessary or the State will be in contempt. If the Native Allotment is clearly a valid existing right and the State has no overriding interests in the lands the State will take no further action and most likely will negotiate. The court most likely will issue an order for DNR to convey the lands to BLM. DNR-Division of Technical Services will prepare the conveyance document and research and prepare the certificat of non-alienation.

The adverse factors in the scenario above are 1) the length of time to remove a cloud on the State's title and for lands to be conveyed to a valid allottee; 2) unplanned workload particularly if there are a number of these actions; 3) unfunded workload if the required actions exceed the capabilities of staff funded for Native Allotment work and Title Administration; and 4) the State is not in control of actions or workload but must respond in a reactionary mode.

The approximate cost per case is \$3,550 to * \$5,000.

1,500 - AG time
500 - Clerical
750 - NA Staff
800 - Conveyance Staff

\$3,550

*This figure is an average cost over 8 years at 6% inflation

- 2) Native Allotment claims located on state land must first be adjudicated, approved, located and surveyed by BLM. With the passage at this legislation the State, based on mutually agreed upon priorities can process the reconveyance of valid existing claims under the procedures of the Aguilar settlement. It is estimated that approximately 50 parcels per year can be conveyed. Most of the activities accomplished by DNR staff identified in (1) above will be required including review of State interests, publications, a findings determination, as well as title reports, certification of non-alienation and the preparation and issuance of conveyances.

After additional contact with the project leader, funding associated with the Native Allotment and Disposal projects should be sufficient to manage the workload for DNR-Native Allotment staff and the Attorney Generals staff. Thus the only remaining costs lie within the Title Defense project for the technical conveyance correction tasks for not only Native Allotments, but other claims and resolution of title defects.

Amended Cost Summary

Native Allotments

Units - 200 - 400 parcels at 50 parcels per year

1 parcel = 1 w/w = \$1,000

\$50,000

Other Title defects

Units = 17 @ 2-1/2 w/w = \$2,500

Projection

<u>FY 85</u>		
100	\$45.2	1 HRM I R18
200	1.0	Travel
300	4.0	(telephone, long distance, copier, space, printing, etc.)
400	2.0	(General office supplies, Imtec. etc.)
500	<u>1.5</u>	(Equipment for position)
	\$54.5	

STATE OF ALASKA

THE LEGISLATURE

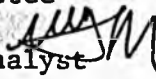
BUDGET AND AUDIT COMMITTEE

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

MEMORANDUM

DATE: February 21, 1984

TO: Louann Cutler, Administrative Assistant
House Finance Committee

FROM: Tom Maher, Fiscal Analyst 
Legislative Finance Division

SUBJ: Fiscal Note for CSHB 455

The analysis provided with this fiscal note fails to provide the information necessary to fully evaluate the fiscal impact of this legislation upon DNR's operating programs. From further discussions with the Department, I wish to provide the following information:

- * The request of one new position, a Natural Resources Manager I, range 18, appears justified. The Department readily admits that the Native Allotment and Land Disposal Programs can absorb any additional workload. However, the Title Defense project is already understaffed and will likely remain so during FY 85. This fact is illustrated by page 215 of the detail budget where at the Governor's recommended level, the Title Defense project allows for a review of only 25% of current litigation and contested title. This project is responsible for these and other related activities for some 73.0 million acres of land. The impact of any additional workload will seriously effect this program's ability to provide even the minimal level of effort to ongoing litigation and contested titles.
- * The staff attorney already funded to work on Native Allotments has responded that any additional legal workload created by this legislation can be readily absorbed by this one position. Therefore, additional monies for legal work will not be necessary.
- * Finally, discussions with the program managers indicate some 250 known native claims defects are awaiting resolution made possible by this legislation. This workload will require immediate attention upon enactment of this legislation.

TM: ro

DEPARTMENT OF NATURAL RESOURCES
SECTIONAL ANALYSIS OF CSHB 455
FOR THE HOUSE COMMITTEE ON FINANCE
February 20, 1984

Sec. 1 - Wording clarifies the purpose of the Act, which is to allow the Department to reconvey lands to the federal government that the federal government should not have conveyed to the State.

Sec. 2 - The amendments to this section are mostly technical. However, subsection (b)(9) authorizes the Commissioner to return land to the federal government if it was erroneously conveyed to the State. (Most of the tracts that would be returned are claimed as allotments by Alaska Natives, but were rejected by the Bureau of Land Management (BLM) because the lands had already been transferred to the State; subsequently a court held that such claims, if valid, would have to be honored by BLM. Without the authority conferred by this legislation, the State would face litigation on each of more than 220 claims.)

Sec. 3 - Allows the Commissioner to reconvey the subsurface, otherwise prohibited under State law. Native allotments can be conveyed by the federal government only on nonmineral lands anyway.

Sec. 4 - Allows the Commissioner to reconvey lands classified for agriculture. Otherwise the Commissioner is prohibited from conveying non-agricultural interests on agricultural lands.

Explains need for bill and describes all of bill except Sec. 4 which was added in House Resources.

STATEMENT OF ROBERT D. ARNOLD,
DEPUTY COMMISSIONER, DEPARTMENT OF NATURAL RESOURCES
ON HOUSE BILL 455
BEFORE THE HOUSE RESOURCES COMMITTEE
JANUARY 30, 1984

Mr. Chairman, members of the Committee, I am pleased to appear in support of House Bill 455, introduced by Representatives Peter Goll and Ben Grussendorf.

This bill would authorize the Department of Natural Resources to correct defects in the State's title to lands received from the federal government. It is designed primarily to allow for the administrative settlement of Native allotment claims on State land.

The bill would authorize our department to reconvey lands that were mistakenly conveyed to the State by the federal government. To insure that the State receives credit for the reconveyed lands in its overall entitlements under the Statehood Act, the bill would also waive the provisions of AS 38.05.125 requiring reservation of the mineral estate.

The primary need for this legislation arises from the fact of more than 200 Native allotment claims on State land. In 1979, a federal district court ruled that land used and occupied by Native allotment applicants should not have been conveyed to the State, even though the allotment applications were not filed until after the State received title. Aguilar v. United States, 474 F. Supp. 840 (D. Alaska 1979). The court also ruled that the federal government has a trust responsibility to recover any such lands it wrongfully conveyed to the State. Id.

The expedited settlement procedures established by the allotment applicants and the federal government provide that the State may reconvey the lands to the federal government and that the reconveyed acreage will be credited to the State's entitlements under the Alaska Statehood Act. The State desires to expedite settlement of the valid allotment claims where possible, but lacks express statutory authority to reconvey.

The State has also received defective title to lands from the federal government in a variety of other contexts. For example, through administrative error the federal government recently conveyed to the State six sections of land underlying the TAPS pipeline. This bill would authorize the department to correct those defects without the need for burdensome quiet title litigation which is now the only available means to do so. The federal government already has this type of authority.

Virtually all of Section 2 of the bill before you makes technical changes to subsection (b) of A.S. 38.05.035. The department has no objection to these changes (through line 15 of page 3). However, the Committee may want to take into account that Senator Bettye Fahrenkamp has introduced a bill that would make a large number of changes to Title 38, including a substantive change in subsection (b).

The substantive changes in the bill before you begin on line 16, page 3.

Subparagraph 9 of the bill would require a determination that the land was "wrongfully or erroneously conveyed to the State." In the case of a Native allotment claim, this would mean determining that Native use and occupancy predated State selection and that the allotment is otherwise valid. In the case of other title defects, this would mean determining that the federal government did not have the authority to transfer a tract of land to the State, owing, for instance to its title being held by others.

The following section of the bill would waive the requirement of AS 38.05.125 to reserve mineral estates. This provision is necessary because the State would not receive credit for the reconveyance if the mineral estate is reserved. Both our attorney general and the Bureau of Land Management regional solicitor are of the opinion that section 6(i) of the Statehood Act (the federal statute requiring reservation of the mineral estate) would not prohibit reconveyances made to the federal government under the bill. This section also waives the provisions of AS 38.05.321 which restricts disposal of State land classified as agricultural land.

The need for this bill has been discussed extensively with representatives from Native groups and various agencies of both the State and federal governments. It has the support of all of them. I hope the Committee will be able to promptly act on this measure.

Introduced: 1/9/84
Referred: Resources

1 IN THE HOUSE

BY GOLL AND GRUSSENDORF

2

HOUSE BILL NO. 455

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6 For an Act entitled: "An Act relating to defects in the title of the state
7 to land; and providing for an effective date."

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

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11 state to land and in doing so, to settle certain claims, including Native
12 allotment claims, against the state.

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14 matter of statewide significance, is in the public interest, and will
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24 * Sec. 4. This Act takes effect immediately in accordance with AS 01.-
25 10.070(c).