

LEG. FINANCE - BILLS 1983 - 1984

HCR 29 - CSHJR 38

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Introduced: 3/30/83  
Referred: Transportation

1 IN THE HOUSE

BY M.M.MILLER, DUNCAN  
AND GRUSSENDORF

2

HOUSE CONCURRENT RESOLUTION NO. 29

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Encouraging the Department of Transpor-

6

tation and Public Facilities to use

7

calcium-magnesium acetate as an ice and

8

dust control agent.

9

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

10

WHEREAS the corrosive chloride salts presently used by the state for

11

ice and dust control on roads have substantial adverse effects on automo-

12

biles, bridge structures, and animal and plant life; and

13

WHEREAS the corrosion damage from chloride salts on automobiles in the

14

state alone may exceed \$20,000,000 annually; and

15

WHEREAS calcium-magnesium acetate is a noncorrosive, environmentally

16

benign ice and dust control agent that could be used to replace the

17

chlorides; and

18

WHEREAS national research into alternative deicing compounds has led

19

to recognition of calcium magnesium acetate as the most viable substitute

20

for the chlorides; and

21

WHEREAS the state has demonstrated that calcium-magnesium acetate can

22

be produced locally through the dissolution of naturally occurring Alaska

23

limestone in acetic acid produced from Alaska low grade petroleum; and

24

WHEREAS it is possible that the state could become a major producer

25

and exporter of the low grade calcium-magnesium acetate to a national or

26

international market;

27

BE IT RESOLVED by the Alaska State Legislature that the Department of

28

Transportation and Public Facilities is encouraged to use calcium-magnesium

29

acetate as an ice and dust control agent in place of chloride salts; and

1 BE IT FURTHER RESOLVED that the state continue research on calcium-  
2 magnesium acetate for feasibility as a product for export to a national or  
3 international market.

THE LEGISLATURE OF THE STATE OF ALASKA  
THIRTEENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HCR 29  
 Title Encouraging DOTPF to use CMA as an ice and dust control agent  
 Requested by House Finance Date 4/23/83

II. FISCAL DETAIL

Agency Affected DOTPF/U of A  
 Program Category Affected \_\_\_\_\_  
 BRU, Program, Or Subprogram(s) Affected \_\_\_\_\_  
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
<b>TOTAL</b>		0				

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						
		0				

POSITIONS

0

FULL TIME						
PART TIME						
TEMPORARY						

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

The funding requested to fund the pilot program has been provided in SB 162 signed by the Governor on 4/22/83.

IV. DATE 4/23/83

PREPARED BY Al Adams, Chair *APA*

AGENCY House Finance Committee

Original: Legislative Finance

PHONE 465-3706

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/82)

The following individuals are expected to testify on HCR 29:

Representative Mike Miller (JNU), prime sponsor

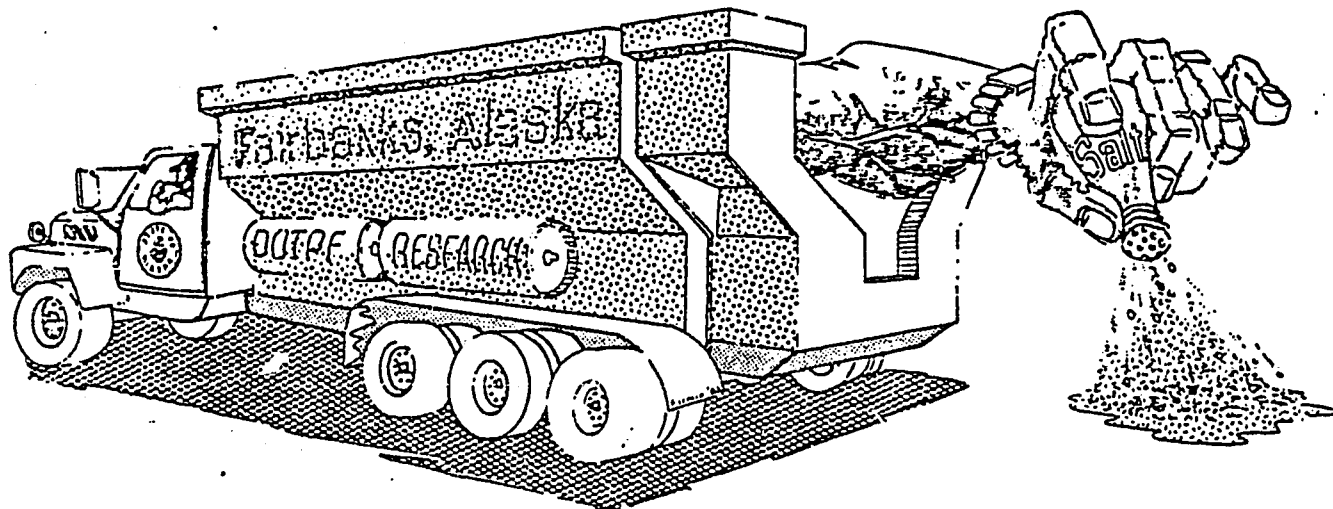
A representative from DOTPF

# RESEARCH NOTES

DIVISION OF PLANNING AND PROGRAMMING  
RESEARCH SECTION

January 1983  
Vol. 2 No. 7

## CMA—An Alternative Road Deicer



The use of sodium chloride (common salt) and calcium chloride has raised controversy both in Alaska and nationwide. These materials can definitely reduce the hazard of wintertime driving but do so at tremendous expense. Pollution and corrosion damage attributable to chloride salts effectively boosts their real cost by a factor 10 to 15 when long term effects are considered. For example, sodium chloride presently selling in Fairbanks for about \$125 per ton would be expected to generate long term damages in excess of \$1,000. The regard for public safety which demands continued use of these readily available materials, has also fueled a search for something better. A safe and economically viable alternative may now be on the horizon.

National research aimed at providing improved road deicing compounds has identified Calcium Magnesium Acetate (CMA) as a potential substitute for calcium and sodium chloride. CMA is essentially made by dissolving crushed limestone into acetic acid. Its composition,  $\text{CaMg}(\text{CH}_3\text{COO})_2$ , is characterized by a varying ratio of calcium (Ca) to magnesium (Mg) which depends upon the type of limestone used. The deicing power of CMA increases with increasing Mg content but is generally within the range of standard chloride salts. The real advantage in its use stems from its low damage potential. It is non-corrosive to most metals, even when compared to tap water. Toxicity is also low and the material decomposes into the three harmless components; carbon dioxide, water and limestone. Limestone residue would actually serve as a soil conditioner for unpaved areas bordering the roadway in sharp contrast to the ground poisoning effect of a chloride salt. Unfortunately, calcium and magnesium acetates can presently be obtained only in the very costly and purified form of laboratory reagents. Availability of CMA in a much less expensive industrial grade must precede its use as a deicing agent.

A DOTPF funded research project was recently completed which examined the possibility of manufacturing low grade CMA within Alaska. A final report outlining this study was authored by M. J. Economides and R. D. Ostermann of the University of Alaska titled "Preliminary Design and Feasibility Study for a Calcium-Magnesium Acetate Unit." The authors discuss production of a "highway grade" saturated CMA solution on a small scale not exceeding 75 tons (dry weight) per day. CMA was shown to be economical at production levels above approximately 17 tons per day with predicted costs running \$290—\$590 per ton depending on production rate and the base price of acetic acid. For comparison calcium chloride costs almost \$650 per ton F.O.B. Fairbanks.

The DOTPF is continuing to sponsor a program of CMA research along two different lines. One study involves a refinement of the manufacturing process and will result in the design of a CMA pilot plant. Another project is attempting to take advantage of CMA's ability to retain moisture in a soil mixture. The possibility exists that it can be used to replace calcium chloride as a dust controller and soil stabilizer for unpaved roads.

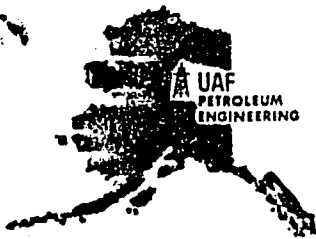
Robert L. McHattie, P.E.  
*Senior Research Engineer*

#### **DOTPF RESEARCH**

Further information on any of the topics covered in "Research Notes" may be obtained by contacting Larry Sweet, Research Manager. A list of publications produced by the Research Section may be obtained by writing Barbara Tregg, Publications Specialist, 2301 Peger Road, Fairbanks, Alaska 99701 or by calling the Research Section at (907)479-2241.

**State of Alaska**  
Dept. of Transportation and Public Facilities  
Division of Planning and Programming  
2301 Peger Road—Research Section  
Fairbanks, Alaska 99701

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99701  
Permit No. 87



# University of Alaska

PETROLEUM ENGINEERING DEPARTMENT  
ROOM 17, DUCKERING BUILDING  
FAIRBANKS, ALASKA 99701

PETROLEUM ENGINEERING

(907) 474-7734

April 11, 1983

Representative Mike Miller  
Democrat, Juneau  
Pouch V  
Mailstop 3100  
Juneau, AK 99811

Dear Representative Miller:

I am quite pleased with your demonstrated interest on the problems of deicing and our work to develop effective alternative deicing agents. The Research Section of the Alaska D.O.T. has already exercised a significant amount of effort on the subject and they have been most supportive and cooperative with us. Your resolution will certainly help our combined efforts.

I would like to take this opportunity to supply you with certain facts on the benefits and costs of road deicing.

A report by the Institute for Safety Analysis (Brenner and Moshman, 1976) indicates the following benefits associated with road deicing.

TABLE 1

ANNUAL ECONOMIC BENEFITS FROM ROAD DEICING

<u>Category</u>	<u>Amount (In \$ Millions)</u>
Reduced Wage Losses	
(i) Lateness to work	12,200
(ii) Work Absenteeism	4,800
Reduced Production Losses	11,300
Reduced Losses in Goods Shipments	970
Reduced Fuel Costs	330
 	<hr/>
TOTAL	29,600

Rep. Miller  
Page Two (2)  
April 11, 1983

The numbers in Table 1 are inflated figures from Brenner and Moshman (1976) including 61% inflation to date.

While the annual economic benefits to the "national good" are unassailable, there are certain major costs associated with using the present deicing agents.

Sodium chloride (the common salt) and calcium chloride are the presently used compounds. By depressing the freezing temperature of water, they allow the melting of ice and, therefore, its removal either by natural runoff or by the movement of vehicles. Murray and Ernst (1976) have estimated the costs of road deicing.

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TABLE 2

~~ANNUAL COSTS OF ROAD SALTING~~

<u>Category</u>	<u>Amount (In \$ Millions)</u>
Water Supplies and Health	242
Vegetation	81
Highway Bridge Decks	805
Vehicles	3,220
Utilities	16
Salt Purchase and Application	332
 	<hr/>
TOTAL	4,686

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The numbers in Table 2, also inflated since the 1976 figures, offer several interesting conclusions. The ratio between the annual benefits (Table 1) and the annual costs is 5.3 offering substantial reasons why road deicing, when viewed on the national scale, is a desirable undertaking.

However, a comparison between the cost of salt purchase to the damages that are associated with its use (1/15) leads to the obvious conclusion that alternative, noncorrosive and environmentally benign deicers are extremely attractive.

Rep. Miller  
Page Three (3)  
April 11, 1983

My estimates are that in Alaska, the corrosion costs to automobiles alone are approximately \$40 million annually. This figure was derived by assuming 400,000 vehicles in Alaska sustaining an average of \$100 corrosion damage annually. Considering that no salts are used for deicing in the Interior, the bulk of the damage must be assessed to southeast and south central Alaska. Bridge deck replacement in Fairbanks cost several hundred thousand dollars, recently.


Furthermore, as Murray and Ernst (1970) point out, "heavy salt use...upsets the natural ecological balance" causing irreversible damages which cannot be assigned an actual dollar cost. These include the risk of increased hypertension. This item cannot be underestimated. Groundwater supplies have been severely affected. In the east of the country, several potable water sources have a salt content of more than 20 mg/liter, the maximum allowable for persons on low sodium diets. This has been directly linked to the use of salt as a deicing agent. Hence, while the cost on the permanent health degradation may be difficult to assess, it is likely to be very high.

Our research on calcium-magnesium acetate (CMA) has resulted in a compound that may be produced by using native Alaskan raw materials and at prices in the region of the acquisition costs of chloride salts. The environmentally benign and noncorrosive nature of CMA offer a compelling rationale in its favor.

We would like to explore with you the logistics of undertaking a controlled test in Juneau and elsewhere in the southeast. Sometime next winter, we could coordinate our efforts with the D.O.T. people. We have a limited supply of CMA on stock and we could have a significantly larger quantity by then.

Let us know how we could be of help.

Sincerely,



Michael J. Economides  
Assistant Professor  
Petroleum Engineering Department

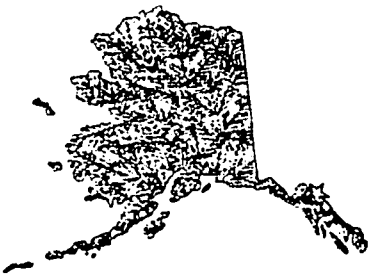
P.S. A copy of the Northern Engineer with one of our papers on CMA is enclosed.

References:

Brenner, R. and Moshman, J.: "Benefits and Costs in the Use of Salt to Deice Highways", Institute of Safety Analysis, Washington, DC, Nov. 1976.

Murray, D.M. and Ernst, V.F.W.: "An Economic Analysis of the Environmental Impact of Highway Deicing", U.S. E.P.A. Rept., EPA-600/2-76-105, May, 1976.

cc: Larry Sweet  
MJE:bb



## Alaska Environmental Lobby, Inc.

419 6th Street, Suite 328 Juneau, Alaska 99801

907-586-2345

To: Al Adams, Chairman House Finance Committee

April 19, 1983

From: Jay Nelson, Executive Director

Subject: HCR 29: Calcium-Magnesium Acetate (CMA)

After reviewing available literature on CMA, the Alaska Environmental Lobby (AEL) supports this resolution. It appears that CMA is indeed environmentally benign, and in this respect, much preferable to the sodium chloride salt currently being used.

As pointed out in the literature and House Transportation testimony, CMA is more expensive to use than sodium chloride for de-icing. However, sodium chloride has high post-application costs related to corrosion damage to vehicles and road and bridge structures. Since CMA has no corrosive characteristics, it may represent substantial savings as far as maintenance costs. It appears CMA costs for dust control purposes are comparable to those of the calcium chloride currently in use.

The Alaska Environmental Lobby would like to see more manufacturing information/research as regards the production of industrial wastes and possible environmental hazards, if any, and what mitigating measures are needed for them. We hope CMA is found beneficial and feasible for use and manufacture on a large scale in Alaska.

cc: All Members House Finance Committee

Mike M. Miller

Alaska State Legislature



REPRESENTATIVE

ROBERT H. "BOB" BETTISWORTH

April 21, 1983

POUCH V  
JUNEAU, ALASKA 99811

P.O. BOX 80288  
COLLEGE, ALASKA 99708

Mr. H. Glenzer Jr.  
Deputy Commissioner, Interior Region  
Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, Alaska 99701

Dear Mr. Glenzer,

Pursuant to our discussions concerning the Calcium Magnesium Acetate appropriation contained in SB162 and the expected veto of the line item in the amount of \$158.4 to UAF for the pilot plant project, I want to request that you expedite the reimbursable services agreement for \$200.0 with the University of Alaska, Fairbanks. I am perfectly satisfied with the arrangement we came to on the CMA project at this point, but I would appreciate it very much if you would forward to my office, at your earliest convenience, some appropriate written documentation providing evidence of the RSA and cooperation between DOT/PF and UAF.

My relationship with Interior Region DOT/PF has always been rewarding and productive and I feel assured, based on our discussions, that this state of affairs will continue during the current administration.

I want to make it clear that if I am not reassured that the RSA we discussed is not forthcoming within a time frame well in advance of adjournment of the current legislative session I will place adequate funding in the general appropriation act.

I look forward to hearing from you soon and also look forward to talking with you personally during the remainder of session and during the interim.

Sincerely,

A handwritten signature in cursive script that reads "Robert H. Bettisworth".

Bob Bettisworth  
Representative, District 20A

RHB/rob

SUMMARY

Economic Analysis -- Environmental Impact Highway De-Icing

320 references provided this data:

- \* Total annual national cost of salt related damages =  
\$3 billion

(about 15 times the annual cost for salt & application)  
(6 times the entire annual national budget for snow & ice  
removal)

- \* largest cost from vehicle damage

- \* most serious damage seems to be water pollution & degradation  
of health which may result  
(can't put a dollar figure on this)

Findings DO indicate that salt use should be reduced. Amount of  
reduction should be determined on basis of local conditions.  
Damages are very large but not uniform across all locations.

There is a huge dollar figure on annual cost to the states from  
road salt use. (SEE attached - pg. 1)

Heavy salt use can upset the natural ecological balance -- this  
cannot be assigned a dollar figure.

Several states have found increases of salt in groundwater and  
surface drinking water -- this has been directly linked to  
de-icing salts.

**TECHNICAL REPORT DATA**  
*Please read Instructions on the reverse before completing*

1. REPORT NO. <b>EPA-600/2-76-105</b>	2.	3. RECIPIENT'S ACCESSION NO. <b>PB-253 268</b>
4. TITLE AND SUBTITLE <b>AN ECONOMIC ANALYSIS OF THE ENVIRONMENTAL IMPACT OF HIGHWAY DEICING</b>	5. REPORT DATE <b>May 1976 (Issuing Date)</b>	
	6. PERFORMING ORGANIZATION CODE	
7. AUTHOR(S) <b>Donald M. Murray Ulrich F. W. Ernst</b>	8. PERFORMING ORGANIZATION REPORT NO.	
9. PERFORMING ORGANIZATION NAME AND ADDRESS <b>Abt Associates Inc. 55 Wheeler Street Cambridge, Massachusetts 02138</b>	10. PROGRAM ELEMENT NO. <b>IBC611</b>	
12. SPONSORING AGENCY NAME AND ADDRESS <b>Municipal Environmental Research Laboratory Office of Research and Development U.S. Environmental Protection Agency Cincinnati, Ohio 45268</b>	11. CONTRACT/ NO. <b>68-03-0442</b>	
	13. TYPE OF REPORT AND PERIOD COVERED <b>Final 8/74 to 7/75</b>	
14. SPONSORING AGENCY CODE <b>EPA-ORD</b>		
15. SUPPLEMENTARY NOTES <b>Hugh Masters, Project Officer, FTS 342-7541</b>		
16. ABSTRACT <p>This study involves an analysis of the cost of damages that result from the use of salt (sodium chloride and calcium chloride) on highways to melt snow and ice. A large literature search and several surveys were carried out in order to determine the types and extent of damages that have occurred. The report contains over 320 references.</p> <p>An in-depth analysis was performed on all of the data obtained. The major cost sectors examined were: water supplies and health, vegetation, highway structures, vehicles, and utilities. For each of the sectors a cost estimate was developed. <del>The total annual national cost of salt-related damage approaches \$3 billion dollars, or about 15 times the annual national cost for salt purchase and application. While the largest costs result from damage to vehicles, the most serious damage seems to be the pollution of water supplies and the degradation of health which may result. It is particularly difficult to assign costs in this latter area and therefore the estimate may substantially understate the actual indirect costs to society.</del></p> <p>These findings indicate that the level of salt use should be reduced. The amount of the reduction should be determined on the basis of local conditions.</p> <p align="right"><b>PRICES SUBJECT TO CHANGE</b></p>		
17. KEY WORDS AND DOCUMENT ANALYSIS		
a. DESCRIPTORS <b>Deicers Snowstorms Ice Control Economic Analysis Sodium Chlorides Water Pollution</b>	b. IDENTIFIERS/OPEN ENDED TERMS <b>Salt Stormwater Runoff Environmental Impact Snow Control</b>	c. COSATI Field/Group <b>13B</b>
18. DISTRIBUTION STATEMENT <b>Release to Public</b>	19. SECURITY CLASS (This Report) <b>Unclassified</b>	21. NO. OF PAGES
	20. SECURITY CLASS (This Page) <b>Unclassified</b>	

*102*

SECTION 1  
FINDINGS AND CONCLUSIONS

1.1 SUMMARY OF FINDINGS

There have been a substantial number of reports of salt related damage in the literature. Most of the reports are deficient in hard cost data. Consequently, by examining different small subsets of the data, various individuals have arrived at opposite conclusions: in some cases that salt damage is insignificant and in other cases, that road salting must be discontinued completely. Examination of all of the literature and contact with hundreds of persons and agencies who are aware of salt related damage has led to the finding that, in general, the damages are very large although not uniform across all localities. Through analysis of all of the available data, the best estimate (in many cases the lower bound) of the annual cost to the snowbelt states that results from the use of road salt is as follows:


	<u>Total (in millions)</u>
Water Supplies and Health	\$ 150
Vegetation	50
Highway Structures	500
Vehicles	2,000
Utilities	10
Salt Purchase and Application	200
Total	\$ 2.91 Billion

*damage to vehicles alone is ~ 10 x the salt purchase & application cost ~ \$400,000,000 in Alaska*

*( $\frac{500,000}{50,000,000} \times 2,000,000,000$ ) = \$4,000,000,000*

Furthermore, heavy salt use in many instances upsets the natural ecological balance resulting in damages which cannot be assigned a dollar figure. This is one of the many reasons that the above dollar amounts must be considered as lower bounds. The most potentially serious of all these damages are the irreversible ones, such as the risk of increased hypertension that results from the heightened levels of sodium in water supplies. For example, groundwater supplies have been most severely affected. Over 90 communities in Massachusetts have one or more supplies

with a sodium content greater than 20 mg/liter, the maximum allowed for persons on low sodium diets. Over 30 water supplies in Connecticut contain more than 20 mg/l sodium and the number is increasing. As much as 5% of the population consuming water contaminated by road salt may be adversely affected.

The use of salt for winter maintenance generally results in better traction on the highways, but because of a number of confounding factors, especially driver behavior, the link between salt and safety has not been proved. While several studies have reported that salt reduces accidents, the methods of data collection and analysis have been found to be mathematically unsound. 

Finally, carefully designed reduced salting policies seem to have gained public acceptance as a result of public information programs. The most notable case is the State of Connecticut where state salt use was reduced by 33% because of rising sodium content in water supplies. ~~There is every reason to believe that the residents of individual cities and towns in other states would accept a salt reduction if the salt related damages were made known to them.~~

## 1.2 CONCLUSIONS

In the past a number of claims have attempted to downgrade the seriousness of road salt related damage by placing emphasis on the comparisons of the effectiveness of salt and sand, or by concentrating on the lack of importance of vegetation in comparison to human lives (i.e., safety on the roads). Because these claims do not address the whole problem, they are superficial, misleading, and in a few cases, irresponsible. The facts are:

- Several states have experienced significant increases of salt in groundwater and surface drinking water supplies that have been directly linked to the use of deicing salts.
- In particular cases, the levels exceed Public Health Service safety standards set in 1962 and in most cases the levels exceed the standards set by leading researchers, heart specialists and the American Heart Association.
- The cost in terms of permanent health degradation is extremely difficult to measure, but is likely to be very high.
- The cost of actual damage to vehicles, highways and structures, utilities, and vegetation are immense. ~~The annual damage costs at a very lower bound, approach \$3 billion.~~ This "hidden" cost is almost 15 times the annual national budget for the purchase and application of road salt, and about 6 times the entire annual national budget for snow and ice removal.

The implications of these facts are clear. Without a doubt the most serious problem is our water supplies. ~~While the cost of damage to bridge decks and vehicles is high, but reversible, the damage to health may not be reversed.~~ We can no longer afford to ignore the fact that we are depositing large quantities of salt into the water that nature provides us and upon which are dependent every moment of our lives. The most advanced medical research indicates that water with more than 20 mg/l sodium is unhealthy and detrimental to a substantial fraction of the population. The American Heart Association supports this fact. Disregard for the quality of drinking water in this and any instance is extreme negligence and we must face the issue squarely. Road salt may be only one of the many serious pollutants in our environment, but that is no excuse to allow the present situation to exist any longer. In order to avoid further damage and high costs, salt use for winter maintenance must be reduced in many areas.

Na 22.99      NaCl gram molecule  
 35.45      = 58.44 grams

.051 gram salt/lit.

20 PPM

.393 gm Na/gm of NaCl

.051 gm NaCl //

Staff Memo. To:  
mm milkn

TO: MM  
FROM: dzdt  
DATE: 13/April 1983  
RE: HCR 29/Calcium Magnesium Acetate

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Complaints regarding rusting automobiles in Juneau prompted introduction of this resolution.

When trying to find statewide statistics on salt damage to automobiles, it was also found that salt has corrosive effects on bridge structures. Four bridge structures were replaced in Fairbanks at a cost of \$641,000.00. It is estimated that damage to bridges in Anchorage and the Southeast, where salt is used more frequently, is significantly higher. Unfortunately, there are no statewide Dept. of Transportation statistics regarding corrosive damage. Estimates on corrosion costs to automobiles alone in Alaska are approximately \$40 million annually. Attached are federal statistics.

Sodium Chloride (common salt) and Calcium Chloride are compounds that are presently used for de-icing.

Previous studies with Calcium Magnesium Acetate (CMA) have shown that it exhibits excellent de-icing characteristics. CMA is also non-corrosive, does not harm plants and does not pollute water. It has in fact been shown to be beneficial to soil. CMA also can work as a de-icing agent at temperatures below 20<sup>o</sup>F whereas salt can't.

Nowhere is CMA manufactured in bulk so that wide-scale testing can be done. The University of Alaska does have a bench scale pilot plant ready to produce this material. (U of A requested \$196. to complete the pilot plant. Bettisworth has put \$158.4 into his capital supplemental to fund this project.)

CMA can be produced from limestone, water, and acetic acid. Limestone is readily available in Alaska (Cantwell area is reported to have large quantities of this material). Currently, acetic acid must be imported from the Lower 48, but could be produced locally from refinery by-products if a market were shown available. This may open the doors for the state to become a major producer and exporter of CMA to a national or international market.

This resolution, if passed, will encourage the Dept. of Transportation to use CMA as a non-corrosive ice control agent and continue research on this material. By D. O. T. working with the University of Fairbanks and completion of the pilot plant, the effectiveness of CMA as a de-icing and dust control agent could be done in comparison with salt. Read fiscal note analysis.

Attached is a technical report from Massachusetts regarding salt damage. Finding indicate that the level of salt use should be reduced because of the harmful effects that it has on pollution of water supplies. The Alaska Environmental Lobby is supporting the resolution for these reasons. Continued research is encouraged.

Introduced: 3/30/83  
Referred: Transportation

BY M.M.MILLER, DUNCAN  
AND GRUSSENDORF

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 29

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Encouraging the Department of Transpor-  
6 tation and Public Facilities to use  
7 calcium-magnesium acetate as an ice and  
8 dust control agent.

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

10 WHEREAS the corrosive chloride salts presently used by the state for  
11 ice and dust control on roads have substantial adverse effects on automo-  
12 biles, bridge structures, and animal and plant life; and

13 WHEREAS the corrosion damage from chloride salts on automobiles in the  
14 state alone may exceed \$20,000,000 annually; and

15 WHEREAS calcium-magnesium acetate is a noncorrosive, environmentally  
16 benign ice and dust control agent that could be used to replace the  
17 chlorides; and

18 WHEREAS national research into alternative deicing compounds has led  
19 to recognition of calcium magnesium acetate as the most viable substitute  
20 for the chlorides; and

21 WHEREAS the state has demonstrated that calcium-magnesium acetate can  
22 be produced locally through the dissolution of naturally occurring Alaska  
23 limestone in acetic acid produced from Alaska low grade petroleum; and

24 WHEREAS it is possible that the state could become a major producer  
25 and exporter of the low grade calcium-magnesium acetate to a national or  
26 international market;

27 BE IT RESOLVED by the Alaska State Legislature that the Department of  
28 Transportation and Public Facilities is encouraged to use calcium-magnesium  
29 acetate as an ice and dust control agent in place of chloride salts; and

1 BE IT FURTHER RESOLVED that the state continue research on calcium-  
2 magnesium acetate for feasibility as a product for export to a national or  
3 international market.



Introduced: 4/20/83  
Referred: Resources and Finance

1 IN THE HOUSE BY THE RESOURCES COMMITTEE  
2 HOUSE CONCURRENT RESOLUTION NO. 31  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to protection and preservation  
6 of the Kenai River.

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

8 WHEREAS the legislature finds that the Kenai River is an important  
9 natural resource and that it must be protected and preserved for the maxi-  
10 mum benefit of all Alaskans; and

11 WHEREAS the vitality of the Kenai River is threatened; power boat  
12 wakes and streambank development have contributed to the erosion of river  
13 banks and degradation of fish beds; increased user traffic on the river  
14 endangers fish and wildlife habitats; competition among sportfishers,  
15 professional guides, and persons who use the river for recreation and  
16 transportation creates overcrowded, hazardous, and unpleasant conditions;  
17 and

18 WHEREAS a multitude of state and federal agencies with jurisdiction  
19 over various aspects of the Kenai River have created a labyrinth of regu-  
20 lations without effectively preventing the deterioration of the river; and

21 WHEREAS a need exists for an interagency effort to make a comprehen-  
22 sive study of the problems of the Kenai River, to recommend a coordinated  
23 approach to solving those problems, and to take emergency action necessary  
24 to deal with the most immediate problems of the river;

25 BE IT RESOLVED that the Alaska State Legislature respectfully requests  
26 the governor to organize through the governor's office representatives from  
27 the Departments of Environmental Conservation, Fish and Game, Natural  
28 Resources, and Public Safety who shall

29 (1) solicit and consider information from federal agencies,

I. REQUEST

Bill/Resolution No.: HCR 31  
 Title: Kenai River Protection  
 Sponsor: Resources  
 Requestor: House Finance

II. FISCAL DETAIL

Agency Affected: Gov. Coord. OMB  
 Program Category Affected: Gen. Gov.  
 BRU, Program of Subprogram(s) Affected:  
Office of the Governor - OMB

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
<b>OPERATING</b>						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
<b>TOTAL OPERATING</b>		-0-				
<b>CAPITAL</b>						
<b>REVENUE</b>						

FUNDING: (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME		-0-				
PART-TIME						
TEMPORARY						

~~XXXX~~ SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Using the existing coordination system of GCU/OMB, the office can research the recommendations of the Kenai River Task Force, help formulate an administrative position on the recommendations plus appropriate alternatives, and present recommendations for action to the next session of the Legislature. This can be accomplished using funds requested in the Government's revised budget for OMB.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: *J. H. Hogan* Phone: 465-3562  
 Division: Governmental Coordination Date: 5-5-83  
 Approved by Commissioner: *[Signature]* Date: 5-5-83  
 Department: Director, Office of Management and Budget

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)

# **CORRECTION**

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

Introduced: 4/20/83  
Referred: Resources and Finance

1 IN THE HOUSE BY THE RESOURCES COMMITTEE  
2 HOUSE CONCURRENT RESOLUTION NO. 31  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to protection and preservation  
6 of the Kenai River.

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

8 WHEREAS the legislature finds that the Kenai River is an important  
9 natural resource and that it must be protected and preserved for the maxi-  
10 mum benefit of all Alaskans; and

11 WHEREAS the vitality of the Kenai River is threatened; power boat  
12 wakes and streambank development have contributed to the erosion of river  
13 banks and degradation of fish beds; increased user traffic on the river  
14 endangers fish and wildlife habitats; competition among sportfishers,  
15 professional guides, and persons who use the river for recreation and  
16 transportation creates overcrowded, hazardous, and unpleasant conditions;  
17 and

18 WHEREAS a multitude of state and federal agencies with jurisdiction  
19 over various aspects of the Kenai River have created a labyrinth of regu-  
20 lations without effectively preventing the deterioration of the river; and

21 WHEREAS a need exists for an interagency effort to make a comprehen-  
22 sive study of the problems of the Kenai River, to recommend a coordinated  
23 approach to solving those problems, and to take emergency action necessary  
24 to deal with the most immediate problems of the river;

25 BE IT RESOLVED that the Alaska State Legislature respectfully requests  
26 the governor to organize through the governor's office representatives from  
27 the Departments of Environmental Conservation, Fish and Game, Natural  
28 Resources, and Public Safety who shall

29 (1) solicit and consider information from federal agencies,

1 local governments, industries, landowners, persons engaged in fishing, and  
2 other who have an interest in the Kenai River;

3 (2) make a comprehensive study of state and federal laws affect-  
4 ing the Kenai River, users of the river, land adjacent to the river, and  
5 fish and wildlife resources dependent on the river;

6 (3) identify areas of overlapping or conflicting jurisdiction  
7 among state and federal agencies that have jurisdiction over the Kenai  
8 River;

9 (4) identify Kenai River problems over which no agency has  
10 jurisdiction;

11 (5) publish a list of priorities for the uses of the Kenai  
12 River;

13 (6) recommend, in a coordinated and comprehensive manner,  
14 regulations to be adopted or actions to be taken by state and federal  
15 agencies to address the problems of the Kenai River; and

16 (7) report the findings and recommendations to the Second Ses-  
17 sion of the Thirteenth Alaska State Legislature; and be it

18 FURTHER RESOLVED that the Departments of Environmental Conservation,  
19 Fish and Game, Natural Resources, and Public Safety are respectfully re-  
20 quested to adopt regulations, including emergency regulations, to correct  
21 the immediate problems on the Kenai River.

I. REQUEST

Bill/Resolution No.: HCR 31  
 Title: Kenai River Protection  
 Sponsor: Resources  
 Requestor: House Finance

II. FISCAL DETAIL

Agency Affected: Gov. Coord. OMB  
 Program Category Affected: Gen. Gov.  
 BRU, Program of Subprogram(s) Affected:  
Office of the Governor - OMB

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING		-0-				
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME		-0-				
PART-TIME						
TEMPORARY						

~~XXXX SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:~~

Using the existing coordination system of GCU/OMB, the office can research the recommendations of the Kenai River Task Force, help formulate an administrative position on the recommendations plus appropriate alternatives, and present recommendations for action to the next session of the Legislature. This can be accomplished using funds requested in the Government's revised budget for OMB.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: *J. Hogan* Phone: 465-3562  
 Division: Governmental Coordination Date: 5-5-83  
 Approved by Commissioner: *[Signature]* Date: 5-5-83  
 Department: Director, Office of Management and Budget

Distribution:

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STATE OF ALASKA  
FISCAL NOTE

Revision Date \_\_\_\_\_, 1983

I. REQUEST

Bill/Resolution No.: HCR 31  
 Title: River Commission  
 Sponsor: House Resources  
 Requestor: House Resources

II. FISCAL DETAIL

Agency Affected: Public Safety  
 Program Category Affected: Justice/NRMEC  
 BRU, Program of Subprogram(s) Affected: AST and FWP

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES		33.1	35.1	37.2	39.4	41.8
200 TRAVEL						
300 CONTRACTUAL		.6	.6	.7	.7	.8
400 COMMODITIES		1.0	1.1	1.1	1.2	1.3
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING		34.7	36.8	39.0	41.3	43.9
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		34.7	36.8	39.0	41.3	43.9
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						
STAFF MONTHS		5.6	5.6	5.6	5.6	5.6

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

Not identified.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: <sup>g.c.a.</sup> Francis C. Allan / <sup>JK</sup> Capt. James Nutgrass Phone: 269-5691/269-5589  
 Division: Alaska State Troopers / Fish & Wildlife Prot. Date: 4-22-83

Approved by Commissioner: R. J. Sundberg <sup>JK</sup> Date: 4/27/83  
 Department: Public Safety

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  
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3/8/83

## ANALYSIS

The Division of Alaska State Troopers and Fish and Wildlife Protection have examined the "Final Statement Of Findings" of the Kenai River Task Force dated March 1983. This report recommends the following for the Department of Public Safety on page 31 of the report:

"Increase public safety patrols. Specifically, three new patrol officer positions should be created and funded; and they should be assigned to the (Kenai) River full time during June and July. Increased enforcement patrols could substantially reduce the conflicts."

While we would like to meet the recommendation of the Task Force, it is impractical to employ two full time officers all year and only work them on the Kenai River for two months. We believe that we can more economically provide a similar amount of coverage by receiving funding for additional overtime for our current staff plus some operating costs for the boats already available. These costs are summarized as follows:

	<u>FWP</u>	<u>AST</u>	<u>DPS TOTAL</u>
<u>Personal Services</u> - 500 hrs. overtime for FWP & 400 for AST @ - 76D	14,500	11,540	26,040
Benefits @ .2721	3,945	3,140	7,085
Subtotal	<u>18,445</u>	<u>14,680</u>	<u>33,125</u>
<u>Contractual</u> - Additional repair on boats/motors due to increased use	600		600
<u>Commodities</u> - Fuel, oil etc to operate current equipment	<u>1,000</u>		<u>1,000</u>
TOTAL	<u>20,045</u>	<u>14,680</u>	<u>34,725</u>

It should be noted that this fiscal note is submitted with the assumption that the River Commission will be issuing a minimum number of orders or regulations that would require direct law enforcement personnel involvement to assure that these requirements are followed. Should this not prove to be a correct assumption a substantially more sizeable fiscal impact would be required.

NOTE: 6% inflation factor has been calculated on all costs after FY'84.

The following individuals are expected to testify on HCR 31:  
Rep. Ringstad, Co Chair, House Resouces Committee (or staff)

-----

Jay Hogan, OMB, will be available to answer questions

STATE OF ALASKA  
FISCAL NOTE

Rec'd 5/1/83

Revision Date \_\_\_\_\_, 1983

I. REQUEST

Bill/Resolution No.: HCR 31  
 Title: Protection of Kenai River  
 Sponsor: Resources  
 Requestor: \_\_\_\_\_

II. FISCAL DETAIL

Agency Affected: DEC  
 Program Category Affected: Water Quality  
 BRU, Program of Subprogram(s) Affected: Operations

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
<b>OPERATING</b>						
100 PERSONAL SERVICES			57.0	60.0	63.0	66.0
200 TRAVEL		5.0	5.0	5.0	6.0	6.0
300 CONTRACTUAL		62.0	2.0	2.0	3.0	3.0
400 COMMODITIES		1.0	1.0	1.0	1.0	1.0
500 EQUIPMENT			1.0			
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
<b>TOTAL OPERATING</b>		68.0	66.0	68.0	73.0	76.0
<b>CAPITAL</b>						
<b>REVENUE</b>						

FUNDING: (Thousands of Dollars)

GENERAL FUND		68.0	66.0	68.0	73.0	76.0
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME			1.5	1.5	1.5	1.5
PART-TIME						
TEMPORARY		1.75				
	0	1.75	1.5	1.5	1.5	1.5

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

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Randy Bayliss Phone: 465-2653  
 Division: EOM Date: 6/1/83

Approved by Commissioner: Richard A. Nunez Date: 6/3/83  
 Department: DISC

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
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3/8/83

HCR 31 - RELATING TO PROTECTION  
AND PRESERVATION OF THE KENAI RIVER

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
POSITION PAPER

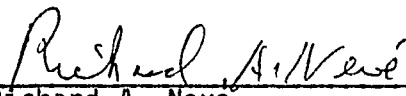
BEFORE THE SENATE RESOURCES COMMITTEE  
June 3, 1983

Summary: The Department of Environmental Conservation supports the proposed protection and preservation measures of the Kenai River

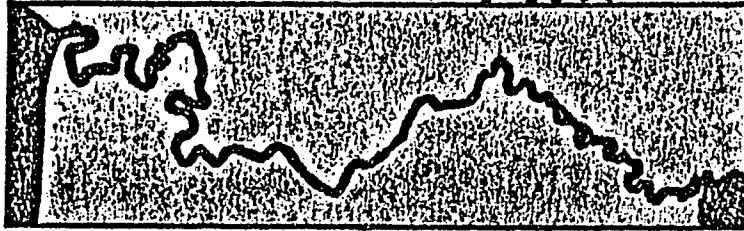
Pressures escalate on the already pressurized Kenai River system. In or near river developments trammel streambank integrity, with erosion or siltration rendering waters unfit for spawning or production of salmon. Wastes litter the water and river bank. Inadequately treated sewage trickles into the same waters crowded with wading fishermen with barely elbow room to cast.

The Resolution would impact DEC in the following three ways:

1. Planning: HCR 31 calls for intensive, almost frantic, short-term planning and coordination efforts, with reports and recommendation due early next spring. Two or at least one, full-time person would be required to do justice to the detail specified in HCR 31 because of the short-term nature, this activity would be best contracted.
2. Enforcement: HCR 31 calls for regulations, and specifically emergency regulations, to implement recommendations. Development and enforcement of regulations would both add at least one full-time position on a long-term basis.
3. Permits: After implementation of recommendations, additional scrutiny and coordination would be likely loaded on top of DEC's existing permit programs for water-related developments. At least another half-time position would be necessary.

  
Richard A. Neve  
Commissioner

# FROM: KENAI RIVER STATE PARK UNITS MASTER PLAN



## ANALYSIS AND EVALUATION

Based upon factors such as the natural and social environments, existing recreational patterns, emerging recreational trends and issues, and public opinion and perceptions, several conclusions can be drawn concerning the role of the State Park System on the Kenai River. Information provided in preceding chapters has been synthesized in order to present specific recommendations. For clarity, the analysis discussion is divided into these categories:

- Overall river management
- Spectrum of recreational opportunities
- Environmental protection
- Major actions, proposals affecting recreation

### Overall River Management

An overriding public concern is the lack of comprehensive management of the river itself. Various public agencies have specific responsibilities in the river corridor (See Figure 22, page 44), but none of these agencies has an overall coordinating function, thus land and water use proposals and developments are evaluated and managed only from narrow perspectives. Because many

developments and activities have secondary or cumulative effects, the river has suffered from a lack of comprehensive management technique.

The Kenai River needs a lead group or agency whose mission is the protection of the river's natural systems and the coordination of the various, and sometimes competing, human enterprises which the river attracts. This clearinghouse function can be accomplished in a number of ways. Because many of the activities causing concern are recreational in nature, it has been suggested that the Division of Parks assume responsibility for managing the river water column in addition to managing the specific park units. Under this proposal, the division would manage the river as it does other park units. Regulations would be formulated concerning acceptable and unacceptable activities. Boat types, engine horsepowers, motorized and non-motorized boating areas, speed limits and commercial enterprises would be regulated by the division.

As the Division of Parks is not presently capable of assuming such a monumental

responsibility, it is recommended that an ad-hoc group - representing the agencies with jurisdiction on the river - be convened to examine the various problems. This is consistent with a directive by Governor Hammond to the Departments of Natural Resources and Fish and Game to begin cooperative planning for management of state-owned resources. These state agencies should be joined by their counterparts at the federal and local governmental levels. After being given a report from the assembled agencies concerning jurisdictions, policies, responsibilities and possible approaches for comprehensive river management, the governor might convene a citizens' task force. This group could be made up of non-affiliated citizens and report directly to the governor with its final recommendations.

## Spectrum of Recreational Opportunities

Recreation on the Kenai River is overwhelmingly oriented towards sport fishing and boating, yet there are other activities and opportunities, which become apparent on close examination and evaluation. These opportunities will affect the division's recommendations for various park units.

In the lower river stretch, from river mile 0 at Cook Inlet to mile 12, the river gradient lessens and water velocity slows considerably. The river undergoes a dramatic change from the well-defined and often steep-banked channel found upstream to a slow, meandering channel which waves to and fro within a wide, flat wetland. These wetlands host significant populations of

**Figure 22. SELECTED AGENCIES HAVING RESPONSIBILITIES ALONG THE KENAI RIVER**

	RESPONSIBILITY / AREA OF EXPERTISE														
	Recreation	Land Management	Coastal Management	Solid Waste Management	Land Use Planning	Public Safety	Commercial Fishing	Sport Fishing	Wildlife Habitat Protection	Wetlands Development	Water Quality Protection	Law Enforcement	Public Works Projects	Natural Resources Research	Natural Resources Development
FEDERAL AGENCIES	U.S. FOREST SERVICE	●	●		●				●		●			●	●
	SOIL CONSERVATION SERVICE													●	
	NATIONAL MARINE FISHERIES SERVICE								●					●	
	ARMY CORPS OF ENGINEERS				●	●				●	●		●	●	
	ENVIRONMENTAL PROTECTION AGENCY				●	●				●				●	
	BUREAU OF LAND MANAGEMENT	●	●		●	●			●	●	●			●	●
	U.S. FISH AND WILDLIFE SERVICE	●	●			●			●		●			●	●
	U.S. GEOLOGICAL SURVEY													●	
STATE AGENCIES	U.S. COAST GUARD					●					●				
	DEPT. OF COMMUNITY AND REGIONAL AFFAIRS			●		●									
	DEPT. OF ENVIRONMENTAL CONSERVATION				●				●		●				
	DEPT. OF FISH AND GAME	●	●			●	●	●						●	
	DEPT. OF NATURAL RESOURCES, LAND AND WATER	●	●			●									●
	DEPT. OF NATURAL RESOURCES, PARKS	●	●			●		●					●		
	DEPT. OF PUBLIC SAFETY					●						●			
LOCAL AGENCIES	DEPT. OF TRANSPORTATION AND PUBLIC FACILITIES		●		●					●			●		
	KENAI PENINSULA BOROUGH	●	●	●	●	●						●	●		●
	CITY OF SOLDOTNA	●	●		●	●					●	●	●		
	CITY OF KENAI	●	●		●	●					●	●	●		

Source: Alaska Division of Parks

# Alaska State Legislature

Representative Milo Fritz  
District 5  
P.O. Box 158  
Anchor Point, Alaska 99556  
(907) 235-8366



While In Juneau  
Pouch V  
Juneau, Alaska 99811  
(907) 465-4833

## MEMORANDUM

## House of Representatives

MILO FRITZ

TO: Representative Al Adams  
Chairman, House Finance Committee

FROM: Representative Milo H. Fritz *MAF*

DATE: May 12, 1983

RE: HCR 31, "Relating to protection and preservation of the Kenai River."

One of the world-renowned salmon-fishing streams is the Kenai River. Because of the never-ending struggle between commercial fishermen in Cook Inlet and sports fishermen on the river, jurisdictional disputes between the Department of Public Safety, the Coast Guard, and the enforcement arm of the Department of Fish and Game are common. In the appended report, there is overlapping authority of 20 different agencies, none of which has authority to establish rules for the proper use of this stream. Therefore, the future of the river as a sport, commercial, and tourist resource is in grave jeopardy.

While departments and divisions wrangle, the commercial fishing lowers escapement of salmon up the Kenai River to their spawning bed, excessive sports fishing decimates fish still further, and the presence of guides and others in excessive numbers using power boats not only erode the banks and disturb the fishing ground, but also make this hitherto quiet retreat into a commercial bedlam.

CSHB 278, "An Act establishing a Kenai River Commission," is a proposed course of action to save the Kenai River as a resource. However, during committee hearings in the House Resources Committee, it became apparent that the Sheffield administration was against setting up a Kenai River Commission. Mr. Ray Hogan, speaking for the administration, proposed setting up an agency task force to solve the problem with legislative support in the form of a resolution. HCR 31 asks that the state agencies immediately review the problem, take what emergency measures are necessary, and then study the problems of the Kenai River. They will be requested to report back to the second session of the Thirteenth Alaska State Legislature.

Representative Al Adams

Page 2

May 12, 1983

I am in complete support of the resolution, and urge immediate consideration of this urgent issue.

dss

Introduced: 4/20/83  
Referred: Resources and Finance

1 IN THE HOUSE

BY THE RESOURCES COMMITTEE

2

HOUSE CONCURRENT RESOLUTION NO. 31

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Relating to protection and preservation

6

of the Kenai River.

7

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

8

WHEREAS the legislature finds that the Kenai River is an important  
9 natural resource and that it must be protected and preserved for the maxi-  
10 mum benefit of all Alaskans; and

11

WHEREAS the vitality of the Kenai River is threatened; power boat  
12 wakes and streambank development have contributed to the erosion of river  
13 banks and degradation of fish beds; increased user traffic on the river  
14 endangers fish and wildlife habitats; competition among sportfishers,  
15 professional guides, and persons who use the river for recreation and  
16 transportation creates overcrowded, hazardous, and unpleasant conditions;  
17 and

18

WHEREAS a multitude of state and federal agencies with jurisdiction  
19 over various aspects of the Kenai River have created a labyrinth of regu-  
20 lations without effectively preventing the deterioration of the river; and

21

WHEREAS a need exists for an interagency effort to make a comprehen-  
22 sive study of the problems of the Kenai River, to recommend a coordinated  
23 approach to solving those problems, and to take emergency action necessary  
24 to deal with the most immediate problems of the river;

25

BE IT RESOLVED that the Alaska State Legislature respectfully requests  
26 the governor to organize through the governor's office representatives from  
27 the Departments of Environmental Conservation, Fish and Game, Natural  
28 Resources, and Public Safety who shall

29

(1) solicit and consider information from federal agencies,

1 local governments, industries, landowners, persons engaged in fishing, and  
2 other who have an interest in the Kenai River;

3 (2) make a comprehensive study of state and federal laws affect-  
4 ing the Kenai River, users of the river, land adjacent to the river, and  
5 fish and wildlife resources dependent on the river;

6 (3) identify areas of overlapping or conflicting jurisdiction  
7 among state and federal agencies that have jurisdiction over the Kenai  
8 River;

9 (4) identify Kenai River problems over which no agency has  
10 jurisdiction;

11 (5) publish a list of priorities for the uses of the Kenai  
12 River;

13 (6) recommend, in a coordinated and comprehensive manner,  
14 regulations to be adopted or actions to be taken by state and federal  
15 agencies to address the problems of the Kenai River; and

16 (7) report the findings and recommendations to the Second Ses-  
17 sion of the Thirteenth Alaska State Legislature; and be it

18 FURTHER RESOLVED that the Departments of Environmental Conservation,  
19 Fish and Game, Natural Resources, and Public Safety are respectfully re-  
20 quested to adopt regulations, including emergency regulations, to correct  
21 the immediate problems on the Kenai River.

Introduced: 5/6/83  
Referred: Labor & Commerce  
and Resources

BY HAYES, SZYMANSKI, BETTISWORTH,  
LINDAUER, M. W. MILLER, RINGSTAD,  
SHULTZ, WARD AND TISCHER

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 37 am

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to an economic development  
6 policy.

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

8 WHEREAS the State of Alaska firmly supports and encourages responsible  
9 economic development that will strengthen and diversify its economic base  
10 by utilizing its human and natural resources effectively; and

11 WHEREAS an economic development policy that clearly expresses state  
12 goals of achieving a sound, healthy, and growing economy for Alaska would  
13 communicate to the private sector the basis on which the state encourages  
14 responsible investors; and

15 WHEREAS a clearly communicated economic development policy would help  
16 establish a sound working relationship with industry and encourage inves-  
17 tors to broaden their activities within the state; and

18 WHEREAS the Constitution of the State of Alaska provides that "It is  
19 the policy of the state to encourage the settlement of its land and the  
20 development of its resources by making them available for maximum use  
21 consistent with the public interest" and also provides that "The legisla-  
22 ture shall provide for the utilization, development, and conservation of  
23 all natural resources belonging to the State, including land and waters,  
24 for maximum benefit of its people";

25 BE IT RESOLVED that the Alaska State Legislature encourages invest-  
26 ments and developments in Alaska that

27 (1) offer increased employment and long-term benefits to  
28 Alaskans by strengthening and diversifying the state's economic base and by  
29 encouraging new activities that are economically feasible;

1 (2) are environmentally sound and mitigate adverse impact on the  
2 state's wildlife and scenic resources;

3 (3) provide opportunities for increased personal income and  
4 reduce living costs by creating activity in economic sectors not presently  
5 in existence or fully developed;

6 (4) have a positive effect on the revenue needs and fiscal  
7 conditions of the state and local communities and are cost effective; and

8 (5) are undertaken after the full consideration of the views of  
9 the citizens most impacted by the development and after close coordination  
10 with those citizens; and be it

11 FURTHER RESOLVED that in order to take advantage of investment oppor-  
12 tunities afforded by Alaska's abundant resources, the state shall

13 (1) assist both present and potential domestic and foreign  
14 investors in acquiring and developing the information necessary to evaluate  
15 project feasibility;

16 (2) seek to identify, with cooperation from investors, con-  
17 straints to economic development imposed by all levels of government and  
18 seek to work with government agencies to solve problems created by those  
19 constraints;

20 (3) seek to identify, with cooperation from investors, addi-  
21 tional constraints to economic development such as the lack of the trans-  
22 portation and energy systems necessary to support the extraction, produc-  
23 tion, and transportation of resources to markets, and shall seek to implement  
24 capital improvement or other programs to resolve these deficiencies when  
25 the resolution is in the state's overall best interests;

26 (4) provide a stable tax and regulatory climate that encourages  
27 growth and expansion of the state's economic base;

28 (5) encourage "value-added" processing in the state;

29 (6) devise a method and criteria for evaluating the long-term

1 costs and benefits of development projects to the state; and

2 (7) improve the state's competitive position in the world market  
3 by offering economic development incentives that encourage business growth  
4 but do not discriminate against existing businesses; and

5 (8) continue and expand marketing and promotional programs that  
6 increase markets for the state's resources; and be it

7 FURTHER RESOLVED that the governor is respectfully requested to report  
8 annually to the legislature, indicating the progress being made in imple-  
9 menting these policies and suggesting legislation that might accomplish the  
10 goals of this resolution.





Official Business

# Alaska State Legislature


*Senate*

*Committee on Finance*

M E M O R A N D U M

May 28, 1983

Pouch V  
State Capitol  
Juneau, Alaska 99811

TO: Representative Rick Uehling  
FROM: Senator Don Bennett   
SUBJECT: HOUSE JOINT RESOLUTION 37

Thank you for your memorandum of May 24, 1983, in which you requested swift action on HJR 37. Currently, the identical resolution, SJR 20, is in the Senate Rules Committee.

It is my intention to waive HJR 37 from the Finance Committee so that it can join SJR 20 in Senate Rules. I hope that this satisfies your intentions.

DB/jnk

cc: Senator John Sackett

# COMMITTEE REPORT

## SENATE

FURTHER:

4/6/83

Date: \_\_\_\_\_

Mr. President:

The Committee on FINANCE has had HJR 37

Supporting passage of H.R. 1176 and S. 137 in the Congress of the United States, amending the Internal Revenue Code to allow certain home mortgage bonds to continue to be tax-exempt

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

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

MEMBERS SIGNING  
DO PASS

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MEMBERS HAVING  
OTHER RECOMMENDATIONS:

*Handwritten:* 6/1/83  
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CHAIRMAN

Introduced: 3/16/83  
Referred: House Special Committee  
on Loans and Finance

BY UEHLING, BARNES, BUSSELL,  
COWDERY, FURNACE, LINDAUER,  
LISKA, MARTIN, PESTINGER  
AND WARD

1 IN THE HOUSE

2 HOUSE JOINT RESOLUTION NO. 37

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Supporting passage of H.R. 1176 and  
6 S. 137 in the Congress of the United  
7 States, amending the Internal Revenue  
8 Code to allow certain home mortgage  
9 bonds to continue to be tax-exempt.

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

11 WHEREAS the tax-exempt mortgage revenue bond program under 26 U.S.C.  
12 103A (P.L. 96-499 Mortgage Subsidy Bond Act of 1980) has established a  
13 useful and effective method that enables consumers in Alaska and other  
14 states to buy needed housing; and

15 WHEREAS the tax-exempt mortgage revenue bond program is one of the  
16 few prudent methods of providing funds necessary to meet growing housing  
17 needs in Alaska and across the nation; and

18 WHEREAS in 1982, tax-exempt mortgage revenue bonds financed roughly  
19 65,000 housing starts in the United States, representing approximately 10  
20 percent of all new single family construction nationally, and a greater  
21 percentage in Alaska; and

22 WHEREAS in 1982, new single family housing construction financed by  
23 tax-exempt mortgage revenue bonds generated about 82,500 jobs, and produced  
24 about \$1.5 billion in wages nationwide; and

25 WHEREAS 26 U.S.C. 103A(c)(1)(B) provides that the tax-exempt mortgage  
26 revenue bond program ends on December 31, 1983; and

27 WHEREAS termination of the tax exemption on bonds for home mortgages  
28 would work a hardship on consumers who are eligible for loans under the  
29 Alaska Housing Finance Corporation tax-exempt bond program, and similar

1 programs in other states; and

2 WHEREAS, in response to the potential for hardship created by the  
3 termination of the tax-exempt mortgage revenue bond program, H.R. 1176 has  
4 been introduced in the United States House of Representatives and S. 137  
5 has been introduced in the United States Senate; and

6 WHEREAS H.R. 1176 and S. 137 would amend 26 U.S.C. 163A to allow  
7 continuation of the tax-exempt mortgage revenue bond program;

8 BE IT RESOLVED that the Alaska State Legislature supports passage of  
9 H.R. 1176 and S. 137 in the United States Congress; and be it

10 FURTHER RESOLVED that the Alaska State Legislature supports the prin-  
11 ciples of the tax-exempt mortgage revenue bond program.

12 COPIES of this resolution shall be sent to the Honorable Ronald  
13 Reagan, President of the United States; the Honorable Donald Regan, Secre-  
14 tary of the Treasury; the Honorable George Bush, Vice-President of the  
15 United States and President of the United States Senate; the Honorable  
16 Thomas P. O'Neill, Jr., Speaker of the United States House of Representa-  
17 tives; the Honorable Robert Dole, Chairman of the Senate Finance Committee;  
18 the Honorable Daniel Rostenkowski, Chairman of the House Ways and Means  
19 Committee; and to the Honorable Ted Stevens and the Honorable Frank  
20 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,  
21 members of the Alaska delegation in Congress.

Alaska House of Representatives  
**MEMO**



Phone: 465-3725  
Room: 214 Capitol

From the desk of CHIEF CLERK

TO: Finance

DATE: 3/28/83

Please return HJR 37 as it has been waived  
from finance and is being sent to Rules.

Thanks, Kris

COMMITTEE REPORT  
SENATE

FURTHER:

4/26/83

Date: 4/1/83

Mr. President:

The Committee on FINANCE has had CSHJR 38 (Res)  
Relating to marketing and transporting Alaska's natural gas.

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

- do pass  do not pass
- do pass with attached amendments(s)
- replace with SCS for CSHJR 38 (Fin)  same title  
 new title
- and recommends Do Pass
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

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*[Handwritten Signature]*

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CHAIRMAN

Original sponsors: Cowdery, Abood,  
Barnes, et al

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 SENATE CS FOR CS FOR HOUSE JOINT RESOLUTION NO. 38 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to marketing and transporting  
6 Alaska's natural gas.

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

8 WHEREAS the largest gas field in the North American continent was  
9 discovered 15 years ago at Prudhoe Bay, on Alaska's North Slope; and

10 WHEREAS since that time it has been the policy of Alaska's state  
11 government to promote an environmentally sound, privately financed trans-  
12 portation system that would allow North Slope natural gas to come to mar-  
13 ket, while providing a new source of energy for Alaska's interior and raw  
14 material for future industry throughout the state; and

15 WHEREAS efforts by the United States and Canadian governments and  
16 private industry to move natural gas from the North Slope to supply the  
17 midwestern and pacific states have been supported by the State of Alaska  
18 and shall continue to have the state's support; and

19 WHEREAS in order to explore all possibilities of marketing North Slope  
20 gas, it is also in the state's best interest to explore all markets; and

21 WHEREAS successful marketing of Alaska's North Slope energy reserves  
22 can result in increased energy exploration, in a secure source of energy  
23 supply, contributing to both the economic and energy security of the United  
24 States; and

25 WHEREAS an Alaskan natural gas transportation system is committed to  
26 deliver natural gas to Alaska's interior for energy and raw material for  
27 industry in order to support economic diversification; and

28 WHEREAS the State of Alaska wishes to be on record in supporting any  
29 natural gas transportation system that would deliver gas to any market; and

1 WHEREAS it is in the best interests of the people of Alaska that the  
2 state government immediately enter into negotiations for the sale of the  
3 state's royalty interest in North Slope natural gas for in-state use as a  
4 catalyst for construction of a transportation system for Alaska's natural  
5 gas;

6 BE IT RESOLVED by the Alaska State Legislature that the State of  
7 Alaska fully supports the efforts of all owners of the gas and other  
8 parties to market the North Slope gas; and be it

9 FURTHER RESOLVED that the State of Alaska requests the federal govern-  
10 ment to remove any impediments to freely marketing North Slope gas or oil  
11 that would not affect the ongoing efforts of private industry to construct  
12 a gas transportation system overland from Alaska; and be it

13 FURTHER RESOLVED that all trading partners of Alaska are strongly  
14 urged to consider and take advantage of the benefits that a secure,  
15 long-term trading relationship with Alaska would offer; and be it

16 FURTHER RESOLVED that the legislature calls upon the owners of the  
17 gas, Alaska's delegation in Congress, and all other parties with an inter-  
18 est in the gas to explore every means to privately finance and construct a  
19 transportation system for Alaska's natural gas; and be it

20 FURTHER RESOLVED that the State of Alaska immediately enter into  
21 negotiations for the sale of its royalty interest in North Slope gas to  
22 in-state users in order that they and the state serve as a catalyst for the  
23 construction of a transportation system for Alaska's natural gas.

24 COPIES of this resolution shall be sent to the Honorable Ronald  
25 Reagan, President of the United States; the Honorable George Schultz,  
26 Secretary of State; the Honorable James Watt, Secretary of the Interior;  
27 the Honorable Malcolm Baldrige, Secretary of Commerce; the Honorable  
28 George Bush, Vice-President of the United States and President of the U.S.  
29 Senate; the Honorable Thomas P. O'Neill, Jr., Speaker of the U.S. House of

1 Representatives; and to the Honorable Ted Stevens and the Honorable Frank  
2 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,  
3 members of the Alaska delegation in Congress.  
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Offered: 4/6/83  
Referred: Rules

Original sponsors: Cowdery, Abood,  
Barnes, et al

1 IN THE HOUSE BY THE RESOURCES COMMITTEE  
2 CS FOR HOUSE JOINT RESOLUTION NO. 38 (Resources)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - FIRST SESSION  
5 Relating to marketing and transporting  
6 Alaska's natural gas.  
7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:  
8 WHEREAS the largest gas field in the North American continent was  
9 discovered 15 years ago at Prudhoe Bay, on Alaska's North Slope; and  
10 WHEREAS since that time it has been the policy of Alaska's state  
11 government to promote an environmentally sound, privately financed trans-  
12 portation system that would allow North Slope natural gas to come to mar-  
13 ket, while providing a new source of energy for Alaska's interior and raw  
14 material for future industry throughout the state; and  
15 WHEREAS the Alaska Natural Gas Transportation System selected by  
16 President Carter and Congress in 1977 has, since that time, faced continu-  
17 ing delays in securing financing and market commitments; and  
18 WHEREAS a Trans-Alaska Gas System, if constructed along present cost  
19 estimates, stands a strong chance of delivering natural gas to Pacific Rim  
20 markets at a competitive cost; and  
21 WHEREAS export of Alaska's North Slope energy reserves to significant  
22 new markets can result in increased energy exploration and in a better  
23 balance of trade with our Pacific trading partners, contributing to both  
24 the economic and the energy security of the United States; and  
25 WHEREAS an Alaska natural gas transportation system is committed to  
26 deliver natural gas to Alaska's interior for energy and raw material for  
27 industry in order to support economic diversification; and  
28 WHEREAS, if a Trans-Alaska Gas System is to be constructed and North  
29 Slope gas is to be sold abroad, potential buyers in Japan, Korea, and other

1 countries need an immediate signal that the system has the full support of  
2 both the Alaska and United States governments; and

3 WHEREAS it is in the best interests of the people of Alaska that the  
4 state government immediately enter into negotiations for the sale of the  
5 state's royalty interest in North Slope natural gas for in-state use as a  
6 catalyst for construction of a transportation system for Alaska's natural  
7 gas;

8 BE IT RESOLVED by the Alaska State Legislature that the State of  
9 Alaska fully supports the efforts of all owners of the gas and other  
10 parties to secure sales commitments for North Slope gas in any market,  
11 including within the state; and be it

12 FURTHER RESOLVED that citizens of Japan, Korea, and other trading  
13 partners of Alaska, are strongly urged to consider and take advantage of  
14 the secure, long-term trading relationship with Alaska and the United  
15 States that purchase of Alaska's North Slope gas would offer; and be it

16 FURTHER RESOLVED that the Legislature calls upon the other owners of  
17 the gas, Alaska's delegation in Congress, and all other parties with an  
18 interest in the gas to explore every means to privately finance and con-  
19 struct a transportation system for Alaska's natural gas; and be it

20 FURTHER RESOLVED that the State of Alaska immediately enter into  
21 negotiations for the sale of its royalty interest in North Slope gas to  
22 in-state users in order that they and the state serve as a catalyst for the  
23 construction of a transportation system for Alaska's natural gas; and be it

24 FURTHER RESOLVED that the federal government is urged to explore the  
25 prospect of making development of North Slope gas transportation facilities  
26 a National Interest Project of nations on both sides of the Pacific for its  
27 long term benefits to this nation and its potential trading partners.

28 COPIES of this resolution shall be sent to the Honorable Ronald  
29 Reagan, President of the United States; the Honorable George Schultz,

1 Secretary of State; the Honorable James Watt, Secretary of the Interior;  
2 the Honorable Malcolm Baldrige, Secretary of Commerce; the Honorable  
3 George Bush, President of the U.S. Senate; the Honorable Thomas P. O'Neill,  
4 Jr., Speaker of the U.S. House of Representatives; and to the Honorable Ted  
5 Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable  
6 Don Young, U.S. Representative, members of the Alaska delegation in Con-  
7 gress.

Offered: 4/26/83  
Referred: Finance

Original sponsors: Cowdery, Abood,  
Barnes, et al

1 IN THE HOUSE BY THE RESOURCES COMMITTEE

2 SENATE CS FOR CS FOR HOUSE JOINT RESOLUTION NO. 38 (Resources)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to marketing and transporting  
6 Alaska's natural gas.

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

8 WHEREAS the largest gas field in the North American continent was  
9 discovered 15 years ago at Prudhoe Bay, on Alaska's North Slope; and

10 WHEREAS since that time it has been the policy of Alaska's state  
11 government to promote an environmentally sound, privately financed trans-  
12 portation system that would allow North Slope natural gas to come to mar-  
13 ket, while providing a new source of energy for Alaska's interior and raw  
14 material for future industry throughout the state; and

15 WHEREAS efforts by the United States and Canadian governments and  
16 private industry to move natural gas from the North Slope to supply the  
17 midwestern and pacific states have been supported by the State of Alaska  
18 and shall continue to have the state's support; and

19 WHEREAS in order to explore all possibilities of marketing North Slope  
20 gas, it is also in the state's best interest to explore markets in the  
21 Pacific Rim; and

22 WHEREAS successful marketing of Alaska's North Slope energy reserves  
23 can result in increased energy exploration, in a secure source of energy  
24 and in a better balance of trade, contributing to both the economic and  
25 energy security of the United States; and

26 WHEREAS an Alaskan natural gas transportation system is committed to  
27 deliver natural gas to Alaska's interior for energy and raw material for  
28 industry in order to support economic diversification; and

29 WHEREAS the State of Alaska wishes to be on record in supporting any

1 natural gas transportation system that would deliver gas to any market,  
2 foreign and domestic; and

3 WHEREAS it is in the best interests of the people of Alaska that the  
4 state government immediately enter into negotiations for the sale of the  
5 state's royalty interest in North Slope natural gas for in-state use as a  
6 catalyst for construction of a transportation system for Alaska's natural  
7 gas;

8 BE IT RESOLVED by the Alaska State Legislature that the State of  
9 Alaska fully supports the efforts of all owners of the gas and other  
10 parties to secure sales commitments for North Slope gas in any market,  
11 including within the state; and be it

12 FURTHER RESOLVED that the State of Alaska requests the federal govern-  
13 ment to remove any impediments to freely marketing North Slope gas while  
14 not taking any action that would jeopardize the ongoing efforts of private  
15 industry to construct a gas transportation system overland from Alaska; and  
16 be it

17 FURTHER RESOLVED that citizens of Japan, Korea, Canada and other  
18 trading partners of Alaska, are strongly urged to consider and take advan-  
19 tage of the benefits that a secure, long-term trading relationship with  
20 Alaska would offer; and be it

21 FURTHER RESOLVED that the legislature calls upon the owners of the  
22 gas, Alaska's delegation in Congress, and all other parties with an inter-  
23 est in the gas to explore every means to privately finance and construct a  
24 transportation system for Alaska's natural gas; and be it

25 FURTHER RESOLVED that the State of Alaska immediately enter into  
26 negotiations for the sale of its royalty interest in North Slope gas to  
27 in-state users in order that they and the state serve as a catalyst for the  
28 construction of a transportation system for Alaska's natural gas.

29 COPIES of this resolution shall be sent to the Honorable Ronald

1 Reagan, President of the United States; the Honorable George Schultz,  
2 Secretary of State; the Honorable James Watt, Secretary of the Interior;  
3 the Honorable Malcolm Baldrige, Secretary of Commerce; the Honorable  
4 George Bush, President of the U.S. Senate; the Honorable Thomas P. O'Neill,  
5 Jr., Speaker of the U.S. House of Representatives; and to the Honorable Ted  
6 Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable  
7 Don Young, U.S. Representative, members of the Alaska delegation in Con-  
8 gress.

COMMITTEE REPORT  
SENATE

FURTHER: FINANCE

4/13/83

Date: 4-25-83

Mr. President:

The Committee on RESOURCES has had CSHJR 38 (Res)  
Relating to marketing and transporting Alaska's natural gas.

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

- do pass  do not pass
- do pass with attached amendments(s)
- replace with SCS for CSHJR 38 (Res)  same title  
 new title
- and recommends may do pass
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

3 copies  
Carl Friday  
Carl Friday  
Bob Mulvaney  
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Little Edmund  
 CHAIRMAN