

ALASKA LEGISLATURE COMMITTEE BILL FILES - 1987 - 1988 8879

HB 423 cont. 366

Sign Cost Calculation

Table 1 - Estimated Number of Businesses Participating							Total Business	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Years Served	
Minimum	0	40	100	125	140	150	555	
Shared	0	60	120	150	175	200	705	
Maximum	0	75	150	225	300	325	1075	
Table 2 - Estimated State Startup and M&O Costs							Aggregate	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	
Minimum	\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	
Shared	\$49,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$169,000	
Maximum	\$49,000	\$21,075	\$19,350	\$17,025	\$14,700	\$13,925	\$135,675	
Table 3 - Estimated Cost To Business for Annual M&O								
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94		
Minimum	\$0	\$819	\$459	\$411	\$390	\$379		
Shared	\$0	\$219	\$219	\$219	\$219	\$219		
Maximum	\$0	\$250	\$250	\$250	\$250	\$250		
Table 4 - Estimated Cost to State for Sign Installation							Aggregate	
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	
Minimum	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Shared	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Maximum	\$0	\$43,125	\$43,125	\$43,125	\$43,125	\$14,375	\$186,875	
Table 5 - Estimated State Funding Requirements - Annual M&O and Sign Installation							Aggregate	Cost per Business/
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Cost To State	Year Served
Minimum	\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	\$88
Shared	\$49,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$169,000	\$240
Maximum	\$49,000	\$64,800	\$62,475	\$60,150	\$57,825	\$28,300	\$322,550	\$300
Table 6 - Estimated Cost To Business for Sign Pair Installed in FY 90							Aggregate Cost	Average
Policy Option	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	To Business	Cost per Year
Minimum	\$0	\$1,694	\$459	\$411	\$390	\$379	\$3,533	\$707
Shared	\$0	\$1,294	\$219	\$219	\$219	\$219	\$2,170	\$434
Maximum	\$0	\$750	\$250	\$250	\$250	\$250	\$1,750	\$350

This should not suggest the department is disinterested in this approach. Three general options are presented below for consideration. Detailed evaluation is suggested for the task force in analyzing the merits of each option and better defining a course of action.

1. Franchise - Under this concept the program would be almost entirely run by a private firm or firms in franchise fashion. Final decision concerning sign installation and program policies would remain in departmental hands; otherwise individual businesses would make application to the firm(s). The firms would be sanctioned by the department to perform this service and would be responsible for all steps including application processing, sign manufacturing, installation, maintenance, and inventory and status reporting.

2. Installation and M&O Only - Under this concept the state would process each application through decision. The business applicant would have the signs manufactured, installed and maintained to state standards by a firm of their choice.

3. Manufacturing Only - Similar to Option #2, except state highway maintenance crews would install and maintain the signs after they were manufactured for the business and delivered to the appropriate maintenance station. This option allows for greater control of exactly how and where the signs are installed within the ROW and may be less costly to the business when the signs are installed in remote locations.

Technical Issues to be Resolved:

As part of the developmental phase (and with an adjustment period as experience is gained) some technical issues will need to be resolved in more detail than is possible here. Some of these are:

User fee structure	- subsidy from state, equal to cost, or revenue generating.
Insurance requirements or liability potential	- individual policy or pooled coverage.
Conditions of eligibility	- types of businesses, minimum services necessary to qualify, minimum hours of operation, distance from highway.
Allowable number and locations	- sight distance, spacing, etc.
Physical specifications	- size, shape, materials, colors, logos, supports, locations, etc.
Prioritization where demand exceeds available space	- first come, first served? - lottery on a periodic basis? - public necessity?

Maintenance requirements

- seasonal removal and installation if business costs during part of year.
- cost of vandalism and accident repair
- whom is responsible?
- removal if business becomes ineligible or closes.

Recommendations:

A signing system based on the Tourist Oriented Directional Signing program is recommended for Alaska to meet the identified needs of motorists and businesses catering to motorists for the following reasons:

1. Little or no need for changes to existing Federal and State statutes and regulations is created, and Federal acceptance seems likely for all roadway classes.
2. A broad range of businesses (such as gift shops, gold panning, lodges, guide services, etc.) can be accommodated which cannot with other programs of official highway signing.
3. Costs would be no greater, and sometimes less, than other feasible alternatives.
4. Motorists nationwide expect blue signs with white lettering to contain information in their interest, such signs convey an image of "official signing", and a neat and orderly appearance of our roadside signing can be maintained.
5. The integrity of sound traffic engineering principles can be maintained and the required relationship of the Alaska Traffic Manual to the Federal Manual on Uniform Traffic Control Devices can remain intact.
6. A wealth of solid experience has been gained in other States that we can learn from in developing a program to suit our own particular needs.

It is recommended that signs of other State agencies that seem to be in the best interests of the State (but which do not meet the engineering technical requirements of traffic control devices, and which only extend or replace devices already in official manuals) be accepted on a case by case basis as encroachments in the public interest.³

³The divisional FHWA office has recently informed us of their intent to disallow the Eagle logo sign now being used by the State Division of Parks on some routes. Their decision will require further thought as to how best provide for the special signing requirements of the Alaska Division of Parks.

Conclusion:

The Department believes that the needs of motorist-oriented businesses can be met through a cooperative program of Tourist Oriented Directional Signing complying with Federal standards for use on all roadways which preserves the integrity of sound traffic engineering principles and has minimal impact on Alaska's renowned roadside aesthetics.

ATTACHMENTS

1. FHWA TOD Proposal
2. Laws and Regs. on Signing
3. 23 CFR655-F
4. AS 28.01.010
5. AS 19.10.040
6. P&P 70-7000
7. MUTCD Section 1A-3.1
8. TODS Report (Iowa)
9. 23CFR750
10. AS19.25.080-.180
11. State-federal agreement on control of outdoor advertising
12. 23CFR 1.23
13. AS19.25.200-.250
14. 17AAC20.010-.040
15. P&P 10-0020

Section **23**

Project: Alaska Aviation Heritage Museum

Location: Anchorage

Amount: \$160,000

Description: See attached material.



**ALASKA
AVIATION HERITAGE
MUSEUM**

BOARD OF DIRECTORS

Ted M. Spencer
Dr. Don Rogers
James Hernck
Richard Benner
Craig Keitchum
William E. Brooks
Lillie G. Buckbee

February 18, 1988

Representative Kay Brown
Alaska State Legislature
P. O. Pouch V
Juneau, Alaska 99811

Dear Representative Brown:

Recently an appropriation was included in House Bill 423 on behalf of the Alaska Aviation Heritage Museum. The appropriation was for a sum of \$160,000 for the construction of a water link to the museum site at Lake Hood. The purpose of the water line was primarily to provide fire protection for the museum. The water line item was one of several funding requests relating to the construction of the air museum which we submitted to your office in a letter dated January 12, 1988. From this laundry list of funding requests, the \$160,000 water line was the only item included in House Bill 423.

Since the time the water line item was inserted in the Bill, the DOT/Airport Management Administration has come forward in a letter dated February 11, offering to cover the cost of the waterline in conjunction with the Anchorage Water and Wastewater Utility. This letter, signed by Riley Scnell, Regional DOT Director, suggested that perhaps the \$160,000 appropriation could be applied to the overall \$360,000 construction budget as detailed in the AAHM prospectus. This suggestion reflects our wishes as well.

If it were possible to apply the \$160,000 appropriation to the construction costs of the museum, together with a \$100,000 appropriation now included with the Jobs Bill (SB430), the air museum could begin operation in June, 1988, with a minimum debt. At present, AAHM is seeking to borrow in excess of \$250,000 in order to open the museum in time for the 1988 tourist season. This massive debt is to be amortized at five years, creating a horrendous financial burden to our fledgling effort to preserve Alaska's aviation heritage. This debt will stifle the growth and stabilization of the air museum effort, which benefits no one.

On the other hand, successful funding of the museum effort by the two bills would enable the museum to open relatively solvent and in a position to grow. Growth in our case is defined as public school educational programs, exhibit enhancement and archival and historical artifact restoration and acquisition.

Representative Kay Brown
February 18, 1988
Page 2

The money appropriated to the air museum would be spent within ninety days of receipt in Anchorage for construction materials, equipment and labor (please refer to AAHM prospectus budget) providing an infusion of revenue into the economy. Upon opening, the museum will not only serve to protect a vanishing aspect of Alaskan heritage, but will also enhance the educational curriculum of young Alaskans, as well as contributing to the economy as a major tourist attraction.

We have fought for over a decade to bring this project to bear. We see ourselves as caretakers of this history for this generation. It is our stated intention that someday this completed facility will be turned over to State or City ownership, thus insuring that Alaska's aviation heritage shall become an institution in the public trust for innumerable generations of future Alaskans.

Sincerely,



Ted M. Spencer
President

TMS:jah

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ALASKA INTERNATIONAL AIRPORT SYSTEM
- ANCHORAGE AND FAIRBANKS -
EXECUTIVE DIRECTOR'S OFFICE

STEVE COWPER, GOVERNOR

P.O. BOX 190649
ANCHORAGE, ALASKA 99519-0649
Phone (907) 266-1616

February 11, 1988

Representative Kay Brown
Pouch V
Juneau, Alaska 99811

Dear Representative Brown:

The following is in response to a verbal request from Eric Meyers of your staff for information regarding a proposed sewer and water project at Anchorage International Airport. Mr. Meyers indicates that you support a proposal to extend water to the Alaska Aviation Heritage Museum and have included this project in House Bill 423 - Tourism Projects Bill.

BACKGROUND

The Alaska Aviation Heritage Museum petitioned Anchorage Wastewater Utility (AWWU) to extend sewer and water to their proposed aviation museum located south of Lake Hood. The sewer and water is needed primarily so the museum can provide adequate fire control and secondarily for safe and convenient water and sewer facilities for museum visitors.

AWWU decisions on extending sewer and water are based on a vote of affected users. Airport tenants affected by this proposed project voted in January in favor of extending sewer and water to their lease lots. AIA also voted since some of the lots that would be served by the sewer and water are currently unleased. AIA supported this project because sewer and water is needed in this area and because of the benefits it can provide to tenants like the Alaska Aviation Heritage Museum.

AIA will also be requesting AWWU to consider extending the sewer and water project further east where it can serve about 10 more tenants. Maps showing the initial sewer extension proposal and a possible additional extension are enclosed.

FUNDING

Sewer and water projects financed and constructed by AWWU are paid for by assessing those who benefit from the project and recovering construction costs over a 20 year period. In this case the overall project costs, totalling about \$318,550, would

be recovered by assessing four tenants and the airport (for the unleased lots). In addition the Department of Environmental Conservation (DEC) normally pays for 40% of the project costs, reducing the tenants' and airport's share to about \$191,130. The enclosed cost information prepared by the AWWU details the expected costs for each lease lot (excluding the DEC match).

The AIA is evaluating several methods by which the airport could underwrite the initial costs of constructing sewer and water projects and lower the tenants' annual payments. If this policy is approved, the annual tenant costs could be significantly less than if the tenants were assessed by the AWWU.

TOURISM PROJECTS BILL

Mr. Meyers asked that we comment on the project in the Tourism Bill (H.B. 423) that would provide \$160,000 for a waterline project at the Alaska Aviation Heritage Museum. It appears the appropriation would fund a water extension for the museum, neighboring tenants, and the airport since the funding is roughly equivalent to the \$159,000 estimate for the waterline provided by AWWU. If this is the case we question whether it is your intent to spend general funds for a project that benefits a number of private leaseholders, especially in light of the fact that the project will be constructed anyway by AWWU as a result of the recent vote to create a sewer and water district.

Since the airport and tenants already voted to extend sewer and water to the museum and neighboring tenants, it appears that the only benefit of funding a water project using state general funds would be to eliminate the need for the museum to pay an annual assessment. However, as noted above, the airport is considering several ways to lower the annual sewer and water costs borne by tenants.

Another consideration is the museum's lease status. The museum is currently a sub-tenant on the property on which the museum would be located. If a waterline were to be constructed with public funds and then the sublease were to expire, the lessee would receive the benefits of a publicly funded sewer and water facility. The state may wish to ensure that the museum has a long term lease or sublease prior to construction of a waterline with general funds.

Perhaps a different capital improvement need of the museum could be met with these funds. Several other capital improvement needs were identified in the museum's feasibility study (copy enclosed).

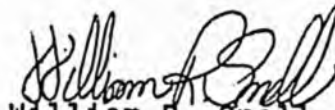
Representative Brown

-3-

February 11, 1988

I hope that this background information and ideas will help in your evaluation of this project. The airport fully supports the Alaska Aviation Heritage Museum and would like to see any appropriation in its behalf utilized for the greatest need.

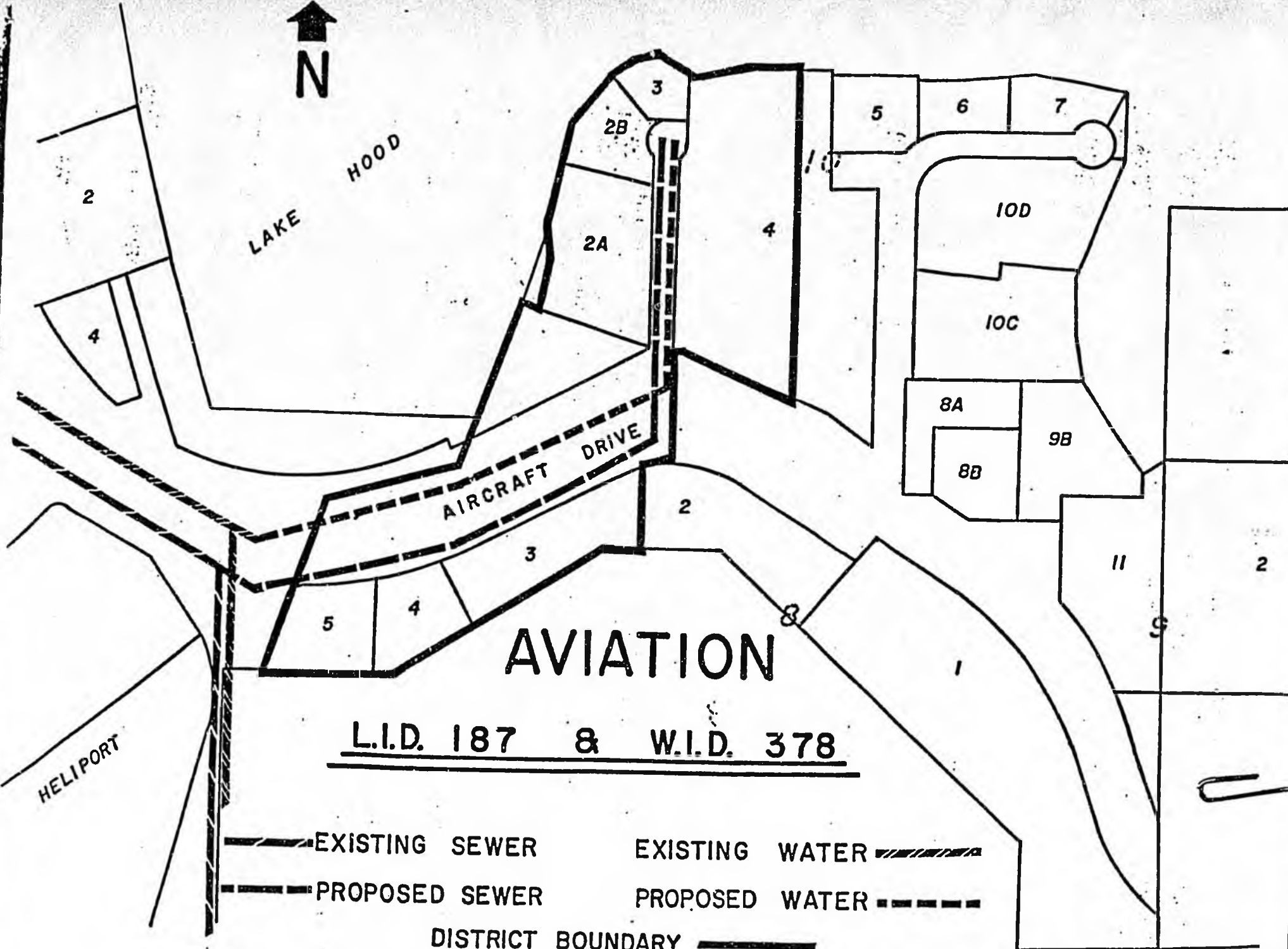
Sincerely,


William R. Snell
Regional Director

cc: Susan Fleischhauer, Legislative Liaison, DOT&PF
Gina Marie Lindsey, Development Manager, AIAS
Tom Middendorf, AIAS Planner
Robert G. Poe, Deputy Commissioner, Budget & Finance
Doyle C. Ruff, Airport Manager, AIA



LAKE HOOD



AVIATION

L.I.D. 187 & W.I.D. 378

	EXISTING SEWER		EXISTING WATER
	PROPOSED SEWER		PROPOSED WATER
		DISTRICT BOUNDARY	

Approved Sewer & Water



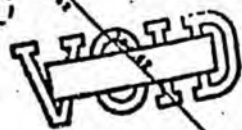
LAKE HOOD

Alaska Aviation Heritage Museum Site

PROPOSED 12" WATER MAIN

AIRCRAFT

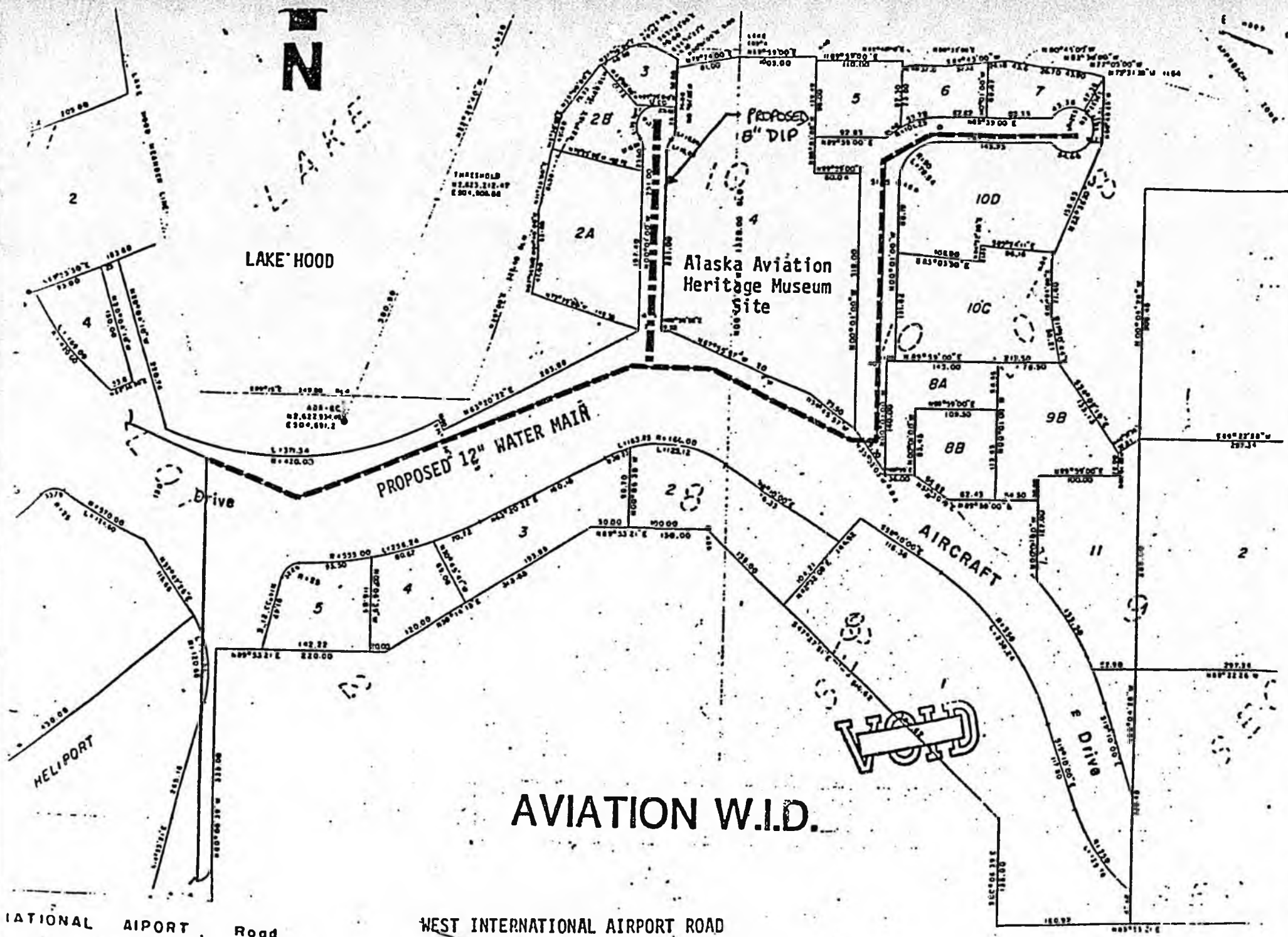
AVIATION W.I.D.



INTERNATIONAL AIRPORT Road

WEST INTERNATIONAL AIRPORT ROAD

2
WEST (111 W)
Possible Addition
to Sewer and Water District





LAKE HOOD

Alaska Aviation Heritage Museum Site

EXISTING SEWER Drive

PROPOSED 8" DIP

PROPOSED LIFT STATION

AIRCRAFT

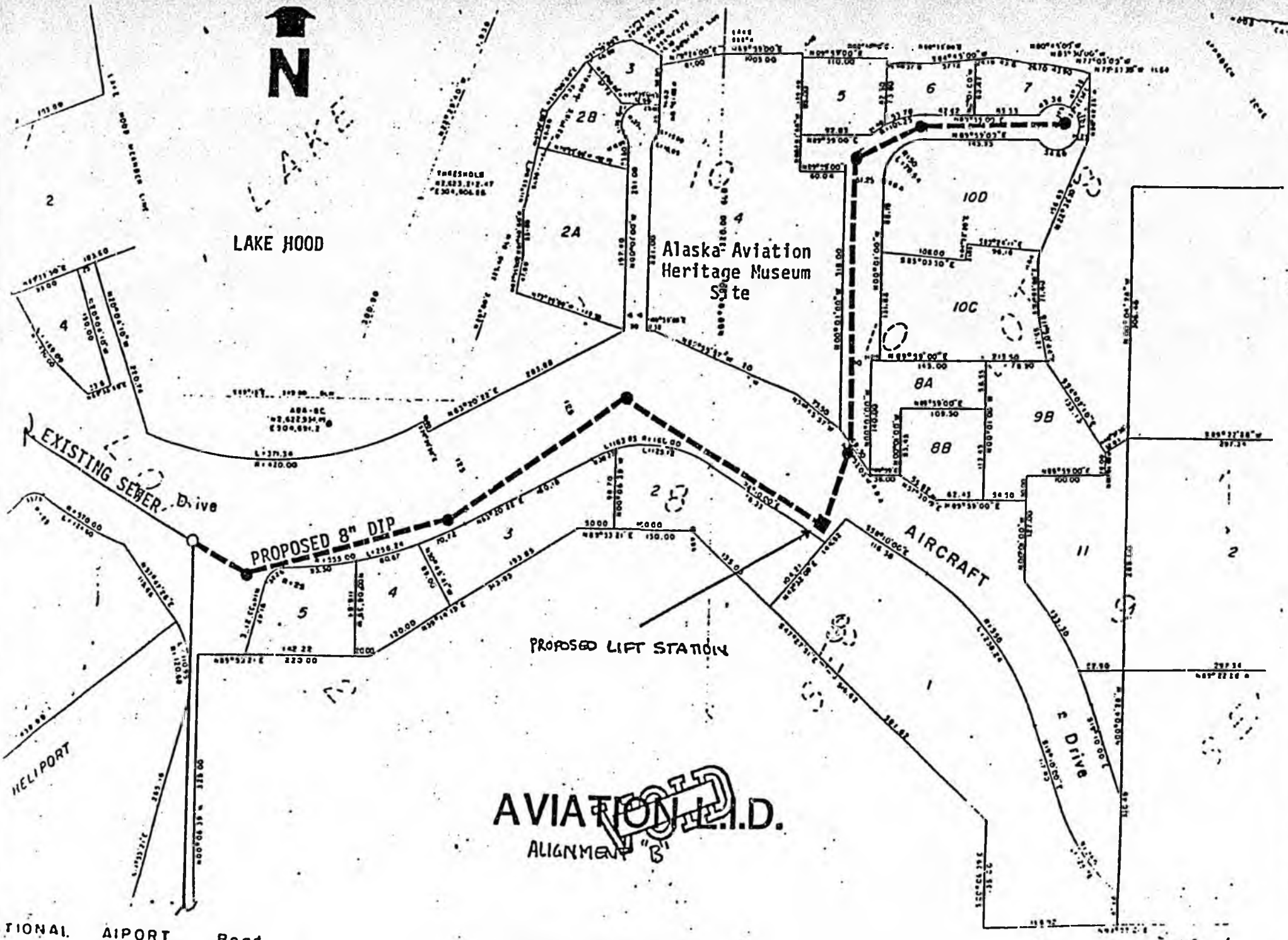
AVIATION HOLDING CO. L.L.C.
ALIGNMENT "B"

HELIPORT

WEST INTERNATIONAL AIRPORT ROAD

WEST INTERNATIONAL AIRPORT ROAD

Possible Addition to Sewer and Water District



PROJECT COST \$ 154,000.00
 TRUNK RATE \$.0300/SQ.FT.
 LATERAL RATE \$.8327520291/SQ.FT.
 INTEREST RATE 06.2687803
 PUC CALCULATION 004

HOOK-PAGE-LOT	SQ/FT	ASSESSMENT	ANNUAL PAYMENT	# OF Pmts	FINAL PAYMENT	NAME ADDRESS
010-271-01-001 BLK 10 LT 6 AREA E ADA 1071 INTL ARPT	81,895	LATERAL: 68,198.23 TRUNK: 2,456.85 TOTAL: 70,655.08	5,717.79 340.00 6,057.79	30 10	5,717.79 48.05	ECONOMY LEASING CO & DR WILLIAM BEVINS 3657 NORTH POINT CIRCLE
010-271-05-001 BLK 10 LT 2A T13W R ADA 1724 INTL ARPT	25,010	LATERAL: 20,827.13 TRUNK: 750.30 TOTAL: 21,577.43	1,746.16 168.84 1,915.00	20 5	1,746.16 168.84	BRANHAM MICHAEL DBA ADVENTURE UNLIMITED PO BOX 190128
010-271-14-001 BLK 10 LT 3 ADA 1770 INTL ARPT	5,792	LATERAL: 4,823.30 TRUNK: 173.76 TOTAL: 4,997.06	404.39 39.10 443.49	20 5	404.39 39.10	COLLINS AIR SERVICE COLLINS GRENOLD & DOROTHY
010-271-15-001 BLK 10 LT 2B ADA 7237R INTL ARPT	7,696	LATERAL: 6,408.86 TRUNK: 230.88 TOTAL: 6,639.74	537.32 51.96 589.28	20 5	537.32 51.96	BRANHAM D & C DBA HAYES RIVER LODGE BOX 6184
010-271-95-001	11,375	LATERAL: 9,472.55 TRUNK: 341.25 TOTAL: 9,813.80	794.19 76.79 870.98	20 5	794.19 76.79	TAX CODE NOT ON FILE SILVER TIP
010-271-96-001	14,128	LATERAL: 11,765.12 TRUNK: 423.84 TOTAL: 12,188.96	986.40 95.38 1,081.78	20 5	986.40 95.38	TAX CODE NOT ON FILE LOT 5 Block 8
010-271-97-001	9,105	LATERAL: 7,582.21 TRUNK: 273.15 TOTAL: 7,855.36	635.70 61.47 697.17	20 5	635.70 61.47	TAX CODE NOT ON FILE LOT 4 B 8
010-271-98-001	29,928	LATERAL: 24,922.60 TRUNK: 897.84 TOTAL: 25,820.44	2,089.53 202.04 2,291.57	20 5	2,089.53 202.04	TAX CODE NOT ON FILE LOT 3 Block 8
REPORT TOTALS:	184,929	154,000.00 5,547.87 159,547.87	12,911.48 x 2.0 1,035.58 x 5 13,947.06		12,911.48 743.63	
TOTAL ITEMS:	8					

REPORT NUMBER PWA045-A
NOVEMBER 09, 1987

WATER AND WASTEWATER UTILITY
WATER PRELIMINARY ASSESSMENTS FOR WID NUMBER 87378 AVIATION W.I.D.

FBI

PROJECT COST \$ 159,000.00
SQ FTG RATE \$.8597894327/SQ.FT.
INTEREST RATE 10.170400% *8-7%*
PUC CALCULATION 002

BOOK-PAGE-LOT	SQ/FT	ASSESSMENT	ANNUAL PAYMENT	# OF PMTS	FINAL PAYMENT	NAME ADDRESS
010-271-01-001 BLK 10 LT 4 AREA E ADA 1071 INTL ARPT	81,895	70,412.46	7,594.62	20	7,594.62	ECONOMY LEASING CO & DR WILLIAM BEVINS 3657 NORTH POINT CIRCLE
010-271-05-001 BLK 10 LT 2A T13M R ADA 1724 INTL ARPT	25,010	21,503.33	2,319.33	20	2,319.33	BRANHAM MICHAEL DBA ADVENTURE UNLIMITED PO BOX 190128
010-271-14-001 BLK 10 LT 3 ADA 1770 INTL ARPT	5,792	4,979.90	537.13	20	537.13	COLLINS AIR SERVICE COLLINS GRENOLD & DOROTHY
010-271-15-001 BLK 10 LT 2B ADA 2227R INTL ARPT	7,696	6,616.94	713.70	20	713.70	BRANHAM D & C DBA HAYES RIVER LODGE BOX 6184
010-271-95-001	11,375	9,780.10	1,054.87	20	1,054.87	TAX CODE NOT ON FILE SILVER TIP
010-271-96-001	14,128	12,147.11	1,310.18	20	1,310.18	TAX CODE NOT ON FILE LOT 5 BLOCK B
010-271-97-001	9,105	7,828.38	844.36	20	844.36	TAX CODE NOT ON FILE LOT 4 BLOCK B
010-271-98-001	29,928	25,731.78	2,775.40	20	2,775.40	TAX CODE NOT ON FILE LOT 3 BLOCK B
REPORT TOTALS:	184,929	159,000.00	17,149.59		17,149.59	
TOTAL ITEMS:	8					

Museum to preserve heritage

Not quite 10 years after the Wright Brothers made aviation history did James Martin make it into Alaska's aviation history books by being the pilot of the first aircraft flown in the state. Since that day in July, 1913, Alaskan aviators have repeatedly traced their legacy across the skies of the Last Frontier.

The Alaska Aviation Heritage Museum hopes to preserve that history—both through archival and aircraft preservation, and ongoing presentations and aviation projects.

Sponsoring Organization

The Alaskan Historical Aircraft Society was established in 1977 as a non-profit Alaska corporation. Its purpose is to promote, preserve and protect all aspects of Alaska's aviation history. Projects on line include: archival collecting of historical photographs, film, aircraft, memorabilia, oral history; public information; and an active advocacy program with state and federal agencies.

New home at Lake Hood

The museum site on the south shore of Lake Hood is the former location of the now defunct AAI commuter airline company. The 2+ acre site includes two buildings, fourteen tie-down areas, and a concrete seaplane ramp. The buildings, a two story office complex and an all-metal hangar, will be fully utilized to house the museum.

The hangar facility is a two-sectioned, 4,800 square foot structure complete with forced air gas heat, air compressor, and full concrete floor. Three of the museum's most prized aircraft will be housed there. The 1,800 square foot lean-to area will be used for restoring aircraft.

The lower level of the two-story building will be remodeled to include a gift shop, a 100 seat theatre, and 700 square feet of exhibit area featuring aviation memorabilia from 1913 through to the present.

The building's top floor will house a conference room, exhibit construction area, library and archives, general office space and a photographic dark room.

The grounds around the museum

will include parking spaces for 30 vehicles and will feature an observation deck overlooking Lake Hood. The grounds will be enclosed by a fence with 75 foot gates to allow for aircraft access.

Exhibits and Programs

Over 50 hours of archival films and productions will be awaiting visitors on their tour through the museum when completed. The 1929 film, *Icebound in the Siberian Arctic*, featuring the search for Carl Ben Eielson will be coupled with a 1986

film on the USAF's interceptions of Russian aircraft off Alaska's coast entitled *The Eagle and the Bear*.

The evolution of Alaska aviation history will be depicted through a series of static displays—of photos, maps, paraphernalia, newspaper accounts, flight gear—from 1913 to present. Mannequins will be used to display the fashions of aviation throughout its 75-year history in Alaska.

The exhibits will feature three main eras of Alaskan aviation heritage: pioneers, commercial and military



airpower/government operations.

The pioneer section will focus on the period from 1913 to the 1930s and will honor the great aviators of Alaska's past: Martin, Eielson, Jones, Grosson, Merrill and others. Besides pilots of yesteryear, the mechanics who miraculously kept the birds flying will also be remembered.

Women aviators will be honored, partly through a cooperative effort of the Alaska 99s.

Commercial aviation was going strong in Alaska in the late Thirties with over 60 air services vying for passengers and freight. The exhibit will begin with the period in 1922 and trace the lineage and mergers of companies that were the forerunners of today's air carriers. The total evolution of aviation will be touched upon as part of the commercial exhibit.

A significant portion of Alaska's aviation history was made by military aircraft. The museum will focus on several around-the-world flights in which Alaska played a major role. The air war over the Aleutians during WWII (captions at the museum will also feature Japanese subtitles) will be vividly presented as will several post-WWII incidents in which Alaska again was a significant player.

Also, the story of the work done by the Civil Air Patrol and the Alaska National Guard will be presented at the museum.

In addition to full scale aircraft, the museum will present a collection of true-to-life models crafted by Alaskan model builders. When completed, over 150 models will be on display in scales ranging from 1/72 to 1/16 scale. The models will be fabricated from a variety of materials and will enable visitors to envision many of the pioneer aircraft which played vital roles in Alaska's aviation history.

Vintage Aircraft

The heart of any museum worth its salt is the actual display of the main subject. In this case, the subjects are a collection of 14 original aircraft from yesterday's skies over Alaska. A number of the aircraft are currently being restored (two are still in the recovery process); several are genuine Alaska heirlooms; and others are from private collections both within and outside of Alaska.

The museum hopes to purchase several of the aircraft and because of the rarity and quantity of the aircraft exhibited, it is expected to be one of the best museums on historical Alaska aviation in the world.

Aircraft Roll Call

STINSON SRJR: Owned by Fred Walatka—flown by "Babe" Alsworth, circa 1944.

TRAVELAIR 6000: Owned by Bill Magnuson—part of Woodley Air Service, eventually evolving into Western Airlines.

FAIRCHILD AMERICAN PILGRIM 100A, #N7097: Owned by Ball Brothers—a sole survivor of its type, it was designated as a historical object by the National Register of Historic Places in 1986—one of four aircraft in Alaska with that designation.

CURTIS ROBIN: Owned by Robert Piatt—used extensively throughout Alaska over a 10-year period, few remain anywhere. Alaska has one.

CONSOLIDATED PBY CATALINA: Owned by the Alaska Historical Aircraft Society—currently at King Salmon, the *Queen of Dago Lake* will soon be airlifted to the museum site where extensive restoration will get underway.

GRUMMAN J2F DUCK: Owned by Ketchum Air Service—the last of the Loening "slipper" seaplanes, it is being restored by the Ketchum's at Lake Hood.

FAIRCHILD 24W: Owned by Planes of Fame Museum—used extensively in Alaska by the CAA and other government agencies, this aircraft is on loan. It was formerly owned by Gil Scheff of Anchorage.

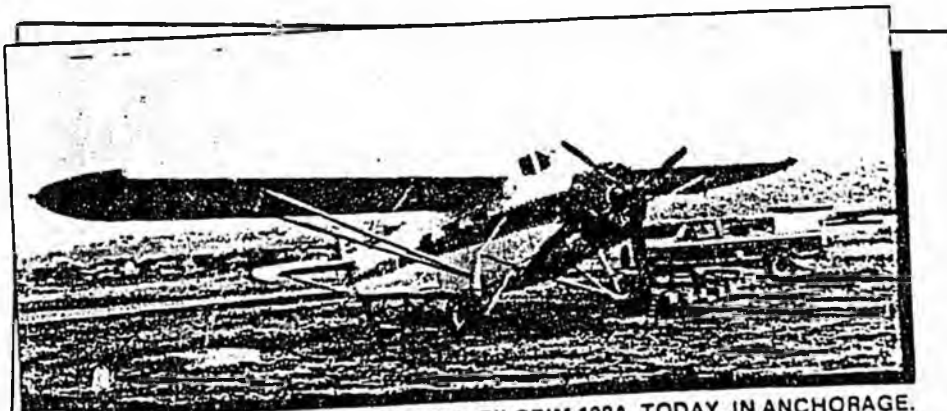
NORTH AMERICAN SNJ/AT-6: Owned by SNJ Inc. of Anchorage—a popular trainer for the military, the Navy version saw action in the Aleutians during WWII.

STINSON AT-19: On loan from Planes of Fame Museum—this famed gull-wing aircraft became popular with bush airlines in postwar Alaska.

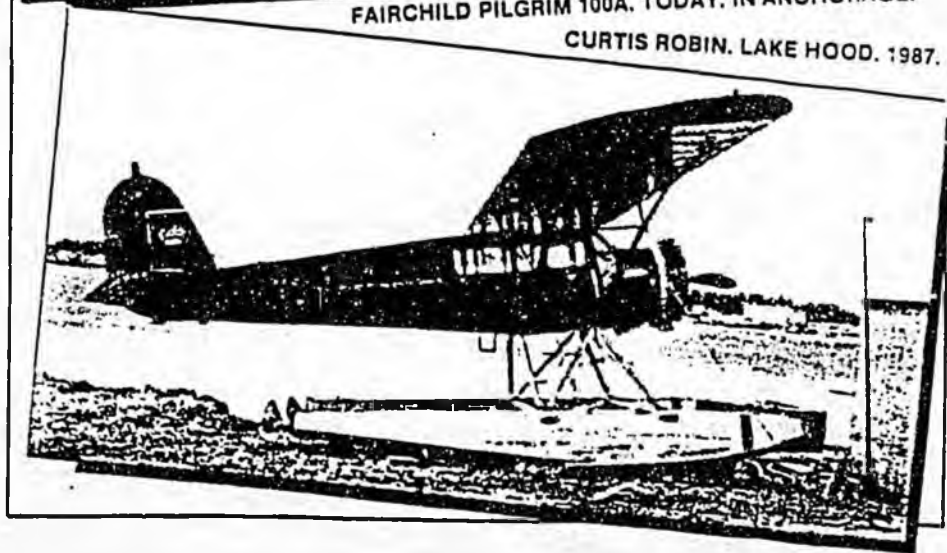
BEECH C-45: On loan from Planes of Fame Museum—early versions introduced to Alaska in 1941 and flown from Elmendorf. After the war, they were used for air rescue missions and are still flying Alaska's skies today.

WACO YKC CABINPLANE NC-14066: Owned by Dennis and James Branham—in service at Dillingham in 1947, and throughout the Southeast.

CONSOLIDATED LB-30 LIBERATOR II M92MK: Owned by the Museum—forerunner of the famed B-24 bomber, this one was brought to Alaska to work on the construction of the DEW Line. It is currently in need of recovery near Galena.



FAIRCHILD PILGRIM 100A. TODAY. IN ANCHORAGE.



CURTIS ROBIN. LAKE HOOD. 1987.

STINSON VOYAGER 108: Owned by Planes of Fame Museum—a favorite post war bush plane in Alaska, it can still be seen flying in Alaska today.

Other Activities at the Museum

Museum facilities will be available for several southcentral aviation groups: CAP Cadet Programs, Alaska Airmen's Association, Alaska Chapter EAA, the 99s, Scale Model Group, Seaplane Pilots Association, National Guard and military groups.

The museum will be initiating and maintaining other programs as well and will be featuring guest speakers, special exhibits and fund raisers. An antique air show is also being proposed as a regular museum event.

Administration

A board of directors has been selected as the museum's governing body: Ted Spencer/President; Don Rodgers/Vice President; Tracy Spencer/Secretary; Grace Buckbee/Treasurer; Jim Ruotsala/Executive Director; Richard Benner/Recovery & Restoration; James Herrick/Restoration & Logistics; Craig Ketchum/Promotional Advisor.

Museum Revenue Projections

The museum is hoping to garner some of the estimated 1 million visitors coming to Anchorage each year. That, coupled with Anchorage's population of a quarter million, is expected to provide at least 100,000 visitors to the museum annually. Admission to the museum will be \$4 per person thereby bringing over \$400,000 in revenue to the site each year.

The museum projects net profits to reach over \$200,000 annually. Those monies will be used to repay loans associated with museum start-up costs. Once the museum has satisfied its debts, profits will be divided equally between exhibit acquisition/restoration and a trust fund. The trust fund is earmarked for the building of a structure to eventually house the museum's entire aircraft collection.

A call for help

In order to make the museum fully operational by April, 1988, there remains much work to be done—and funds to be secured. "We need to raise another \$25,000 to \$30,000 in interim funding," says museum president, Ted Spencer. The museum is also looking for long term, low interest loans to finish the project.

What is really needed, stresses Spencer, are volunteers. "We need clerical,

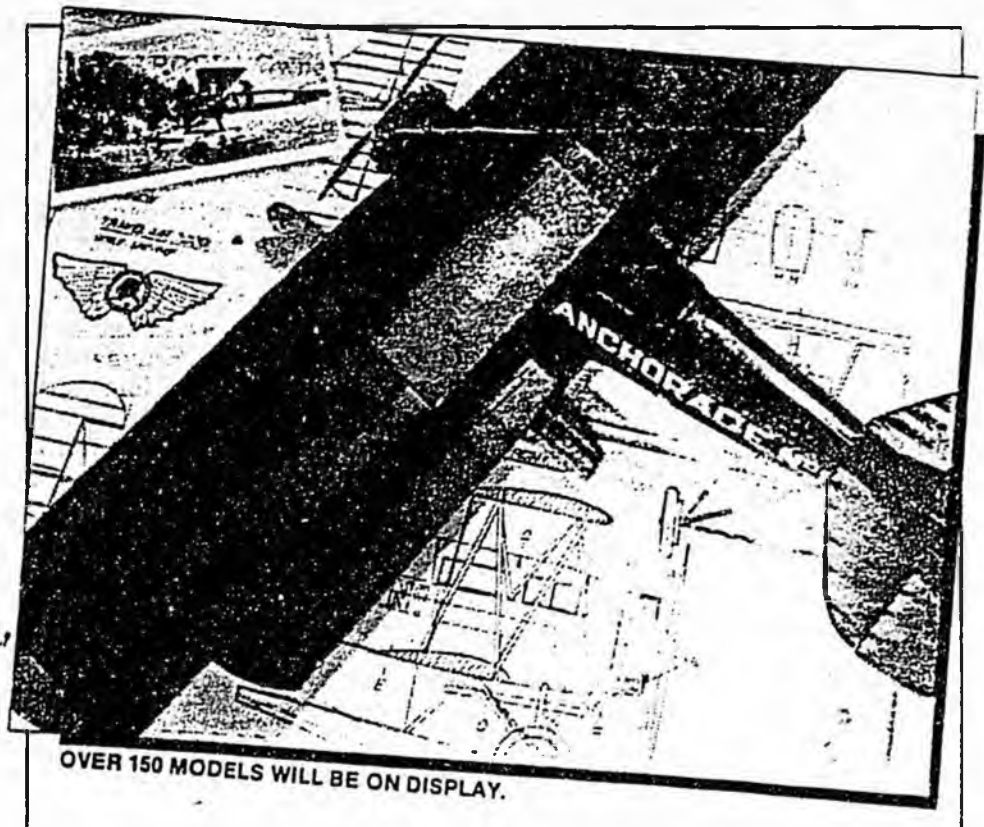
people to help restore aircraft, help cutting the lawn"—everything to get the museum up to snuff, he says. People wishing to volunteer any type of skill or service should contact Ted Spencer or Del Sparks at 248-5325.

Donations of any kind are also needed. Spencer encourages people to become members of the museum for \$25 per year. It's tax deductible, and will eventually include a patch, certificate of membership and a newsletter. You can send donations or

request membership information by writing to the museum in care of: 7317 Michelin Place, #5, Anchorage, AK 99518.

Spencer is anticipating that the museum's theatre will be open this winter. "We still need volunteers," he says.

This article compiled from the "Prospectus for the Alaska Aviation Heritage Museum. Thanks to Ted Spencer for his assistance.



ALL PHOTOS, GRAPHICS COURTESY THE ALASKA AVIATION HERITAGE MUSEUM.

Reprinted from:
Air Alaska, August, 1987.



**ALASKA
AVIATION HERITAGE
MUSEUM**

BOARD OF DIRECTORS

Ted M. Spencer

Dr. Don Rogers

James Herck

Richard Benner

Craig Ketchum

William E. Brooks

Lillie G. Buckbee

January 12, 1988

The Alaska State Legislature
c/o Representative Kay Brown and
Representative John Ellis
Pouch Y, State Capitol
Juneau, Alaska 99811

Dear Ladies and Gentlemen of the Legislature:

The following information relates to the "Draft Tourism/Recreation Development Proposal" dated November 4, 1987.

The role that Alaskan aviation pioneers played in the evolution of world aviation is both legendary and important. Conquering and developing Alaska's vast land mass has been made possible in the 20th century by the courageous efforts and sacrifices of these pioneers. Aviation has had more of an impact on Alaska's people and culture than any other single factor. Aviation has taken Alaska from a remote far-flung wilderness to a strategic air crossroads for the world. Aviation has also made it possible for Alaskans to benefit from and enjoy all the amenities of our modern world in expedient transportation, quality food and supplies, education and health care.

Today, even as small Third World countries and major nations are working to preserve their aviation heritage, Alaska is losing hers. The record of this great saga is in poor condition. The pioneers that made this history are rapidly passing away, leaving but a handful of survivors. Archival materials in the form of photographs, films and written accounts are deteriorating annually, are widely scattered or lost altogether. Alaska has been stripped over the last several decades of the historical aircraft and many now are centerpieces in Outside museums or with private collections.

In short, Alaskans for many generations to come are losing a significant and irreplaceable heritage.

Air Museum Project

In order to reverse this situation, construction of an air museum facility is underway on the south shore of Lake Hood at Anchorage International Airport.

The facility, located on 2.06 acres of land, will include an archival research library, two exhibit galleries that depict the evolution of pioneer, commercial

and military aviation using photographs, models and memorabilia, an "old-time" 75-seat video theater showing 15 films on Alaskan aviation history, a gift shop, a historical aircraft restoration facility and 15 historical aircraft on outside display.

Benefits

1. Cultural. The air museum will accomplish the specific purpose of preserving and presenting Alaskan aviation history in a comprehensive and professional manner.
2. Educational. The museum aircraft, films and exhibits will educate visitors and Alaska residents as to Alaska's rich aviation heritage. The research library will be a depository for documentation and photographs on the history and it will serve as an ongoing source of information for researchers, authors and other interested parties seeking to develop printed information on Alaskan aviation pioneers and events.

The museum will also develop an educational program oriented towards Alaskan school-age children which will supplement public school programs. The museum program will include a "Young Astronauts Program" which grooms young people for participation in the space program. The pioneering efforts of early Alaskan aviators will serve as a backdrop in inspiring Alaska's youth to take up careers in aviation.

3. Economic. The addition of a major tourist attraction in the Anchorage area will encourage visitors to spend more time in the Anchorage area, thus contributing to the local economy. Revenues generated by the museum will be spent in Alaska as well. The museum shall also be employing youth and retired people to staff the facility, providing jobs for two groups that chronically suffer from the lack of employment opportunities.

Itemized Funding Request

The funds requested for use by the Alaska Aviation Heritage Museum will remove the burden of debt and operating expense which will cripple the growth and refinement of the museum for at least the next five years. Should our funding request be granted, the success of the museum is assured and growth can start immediately.

1. Retirement of existing debt	\$ 250,000
2. Aquisition of lease and buildings	650,000
3. Waterline (fire control)	160,000
4. Youth-oriented educational program and exhibit enhancement	<u>200,000</u>
TOTAL REQUESTED	\$1,260,000

Sponsoring Organization

The Alaskan Historical Aircraft Society was established in 1977 as a non-profit Alaska corporation. Its purpose is to promote, preserve and protect all aspects

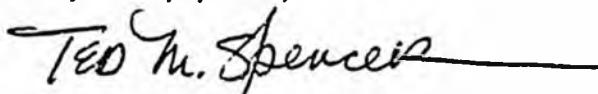
of Alaska's aviation history.

To that end, the AHAS has embarked on a wide range of projects. These projects include the archival collecting of historical photographs, film, aircraft, memorabilia, oral histories and documents; public information and education as to the value of the Alaska aviation heritage; establishment of monuments; documentary film productions and publications on Alaska aviation history; and an active advocacy program with local state and Federal agencies for the preservation of this heritage.

The corporate name was changed to the Alaska Historical Aviation Committee in 1986, and will shortly again be changed to the Alaska Aviation Heritage Museum to reflect our latest efforts to preserve and present Alaska's aviation history to the public.

The AHAS received its 501(C3) tax-exempt status from the Internal Revenue Service on September 10, 1979.

Very truly yours,

A handwritten signature in cursive script that reads "TED M. SPENCER". The signature is written in dark ink and is positioned above the typed name.

Ted M. Spencer

TMS:jah

Anchorage
Convention & Visitors
Bureau

Our Community's Way
of Attracting and
Serving Visitors

201 East Third Avenue
Anchorage, Alaska 99501
(907) 276-4111
Telex 357743

February 19, 1988

To Whom It May Concern:

The Anchorage Convention & Visitors Bureau is assigned the mission of attracting visitors to our community. Our product includes the business community, public facilities, local attractions and recreation in Southcentral Alaska.

We wholeheartedly support the concept and development of the Alaska Aviation Heritage Museum and rank the project one of the top priorities on the product development list. Aircraft have and continue to play a most important role in Alaska's growth and development; more so than any other state. The history of aviation in Alaska is well known and unique and we strongly believe that a museum depicting this development and history will both attract and retain visitors to our market.

We urge all of those who have interest in visitor growth and the economic benefits associated with visitors to support the Alaska Aviation Heritage Museum's development and operation.

Sincerely,



Bill Elander
President



Section 24

Project: Klukwan Bald Eagle Observatory and Cultural Center

Location: Klukwan

Amount: \$1,500,000

Description: See attached project description.

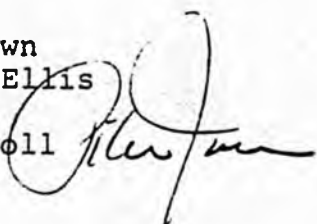
REPRESENTATIVE
PETER GOLL



P O BOX 1
JUNEAU ALASKA 99801
(907) 465-4925

STATE OF ALASKA
HOUSE OF REPRESENTATIVES

TO: Representative Kay Brown
Representative Johnny Ellis

FROM: Representative Peter Goll 

DATE: February 2, 1988

SUBJECT: Tourism/Recreation Development Proposal

Regarding the draft legislation, titled, "An Act making appropriations for tourism and recreation related capital projects, grants, and expenses of state government; and providing for an effective date", I am recommending the following changes to Section 20, page 3:

The sum of \$1,500,000 is appropriated from the general fund to the Department of Education for final engineering and construction plans, working drawings, site preparation, environmental assessment, and facility and exhibit construction of the Klukwan Bald Eagle Observatory and Cultural Heritage Center at Klukwan.

The information requested under the evaluation criteria format is attached for your review.

If you have any questions or comments, please contact me.

DRAFT TOURISM/RECREATION DEVELOPMENT PROPOSAL

Project Title: Klukwan Bald Eagle
Observatory/Cultural
Heritage Center

Location: Klukwan

Agency: Department of Education
State Museums

Comment: Cooperative development, between
the Department of Education (Alaska
State Museum) and the Chilkat Indian
Village at Klukwan, of the Klukwan
Bald Eagle Observatory/Cultural
Heritage Center.

Phase II (\$500,000) includes the
final engineering and construction
plans, working drawings, and site
preparation.

Phase III (\$1,000,000) includes
facility and exhibit construction,
operational staff training, and
beginning of operations.

Requested Amt.: \$1,500,000.

The purpose of this project is to develop a diversified and
stable economic base in the Klukwan Community which would
provide long term employment, income, economic opportunity,
individual selfworth and dignity, while maintaining the
culture and heritage of the Chilkat Tlingits of Klukwan.

Since 1971, the IRA Council of the Chilkat Indian Village at
Klukwan has been pursuing the development of a Bald Eagle
Observatory/Cultural Heritage Center, which would provide a
facility for the display protection and preservation of
Chilkat Tlingit artifacts, in addition to offering to the
visitor industry a center for the viewing of bald eagles
nesting and feeding grounds.

The Chilkat Indian Village at Klukwan has gained national
and international recognition because of two factors:

- (1) Klukwan traditional art and artifacts are
renowned world wide and have been in
demand by museums and collectors for
generations.

- (2) The village's prominent location in the newly established Chilkat Bald Eagle Preserve, which in the fall and winter host the largest concentration of American Bald Eagles in the world.

The project has been encouraged and assisted by Representative Peter Goll, the Klukwan Heritage Foundation, the Alaska State Museum, the Alaska Division of Parks, the Alaska Department of Community and Regional Affairs, the Alaska Division of Tourism, the National Audubon Society and a number of private tourism enterprises.

The Chilkat Bald Eagle Preserve as an Alaska visitors' destination, currently ranks 30th of 47 state wide visitor attractions. Within Southeast Alaska region, the Chilkat Bald Eagle Preserve ranks 8th in the summer, and 6th in the fall, winter and spring of all attractions. Five year projections on visitor volume and expenditures establish that the center is economically feasible and can be self-supporting.

This project, in addition to being labor intensive during development and construction, will provide long term employment, tourism income, secondary economic opportunities and small business development. The economic impacts of this facility will benefit the 2,300 people in the Klukwan-Haines area through longer visitor stays, more visitor spending, direct employment, and indirect (multiplier) local employment and expenditures by existing and newly created business. The facility will stimulate more international, national and state visitation to the Klukwan-Haines area, positively impacting visitor volume in Southeast Alaska.

The project is being developed in three phases and is scheduled to be completed in 1990. The timing and cost estimates of the three phases are as follows:

- Phase I: (begun in 1985-to be completed by 4/88)
- * Development of an OEDP (completed)
 - * Comprehensive Market Demand Study (completed)
 - * Environmental Analysis (completed)
 - * Permit from Army Corps of Engineers (obtained)
 - * Site Analysis (on going)
 - * Economic Feasibility Study including Capital Budget, Capital Equipment lists and Construction Costs estimates (on going)

- * Preliminary Architectural and Engineering plans (completed)
- * Marketing Plan & Budget (completed)

Total Cost - \$135,000 (actual)

Funded By - Administration for Native Americans
Klukwan Heritage Foundation
Alaska State CIP Funds

- Phase II: (beginning 5/88 - to be completed in 1989)
- * Final Architectural and Engineering drawings and working plans
 - * Site Preparation - clearing & fill
 - * Research and Develop appropriate inventory for Centers Cultural displays & programs
 - * Research and Develop Bald Eagle Exhibits and Programs
 - * Implementation of Business Plan
 - * Training of Center Staff

Total Cost - \$648,000 (estimated)

Funded By - (\$150,000)
Administration for Native Americans
Klukwan Heritage Foundation
Alaska State CIP Funds

- Phase III: (beginning 1989-to be completed in 1990)
- * Construction of Facility
 - * Exhibits Construction
 - * Implementation of Marketing Plan
 - * Development of Management Team
 - * Beginning of Operations

Total Cost - \$2,500.00 (estimated)

Funded By - (\$100,000)
Administration for Native Americans
Klukwan Heritage Foundation

The costs of Phase II and III were estimated in 1985 and projected in FY88 dollars. More accurate costs will be available with completion of the Economic Feasibility Study in March of 1988.

Proposals are currently being developed for additional funding, potential sources are:

Community Development Block Grant (HUD)
Private Foundations
National Endowment For The Arts

Appropriation from the State of Alaska for this project will contribute to the protection of the 3500 bald eagles, by reducing the disturbance caused by vehicular traffic and visitors to the feeding birds. It will also provide physical protection to the valued cultural and artistic treasures of the Chilkat people, while making these treasures visually accessible to the visiting public.

Section 25

Project: State Maritime Museum/Feasibility Study

Location: Ketchikan

Amount: \$50,000

Description: See attached material.

JOHN SUND, REPRESENTATIVE
2504 2nd Avenue
Ketchikan, Alaska 99901
(907) 225-5552

While in Juneau
P. O. Box V
Juneau, Alaska 99811
(907) 465-4919

MEMORANDUM

TO: Rep. Brown

FROM: Rep. Sund

DATE: February 9, 1988

RE: Maritime Museum Feasibility Study
.....

The McKay Marine Ways building captures the essence of our community, and its preservation as a maritime museum will enrich the life of current and future residents by helping keep the past alive.

An appropriation of \$50,000 to study the feasibility of restoring this building into a maritime museum is a good tourism investment. A museum would enhance Ketchikan as a visitor destination, as no one building in the community embodies the character of Ketchikan more than McKay Marine Ways.



OUTDOOR ALASKA

POST OFFICE BOX 7214
KETCHIKAN, ALASKA 99901
907-225-6044 • 247-3444

1-29-88

Representative John Sund
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, Alaska 99811

Dear Representative Sund:

As you have doubtless heard, McKay Marine Ways will likely be destroyed, and the property developed unless an effort is mounted to save the structure.

Loss of this building would indeed be tragic. I speak both as a long time commercial fisherman and now as a tour operator. This building very much captures the essence of our community, and its preservation as an historic building and/or a museum will enrichen the life of current and future residents by helping keep the past alive. From a practical perspective however, the building will much enhance Ketchikan as a visitor destination. Having operated guided tours of Ketchikan for the last 7 years, I have been distressed by the fact that Ketchikan is loosing its character. No one building in Ketchikan embodies the character of Ketchikan more than McKay Marine Ways. As you know I do boat tours of the waterfront. There is no site or structure on the waterfront that is more photographed than the Marine Ways.

If funding for the purchase, restoration and initial operation as a museum were at all possible either as an addition to existing legislation or through targeted legislation, I'm sure your community would be appreciative of the effort.

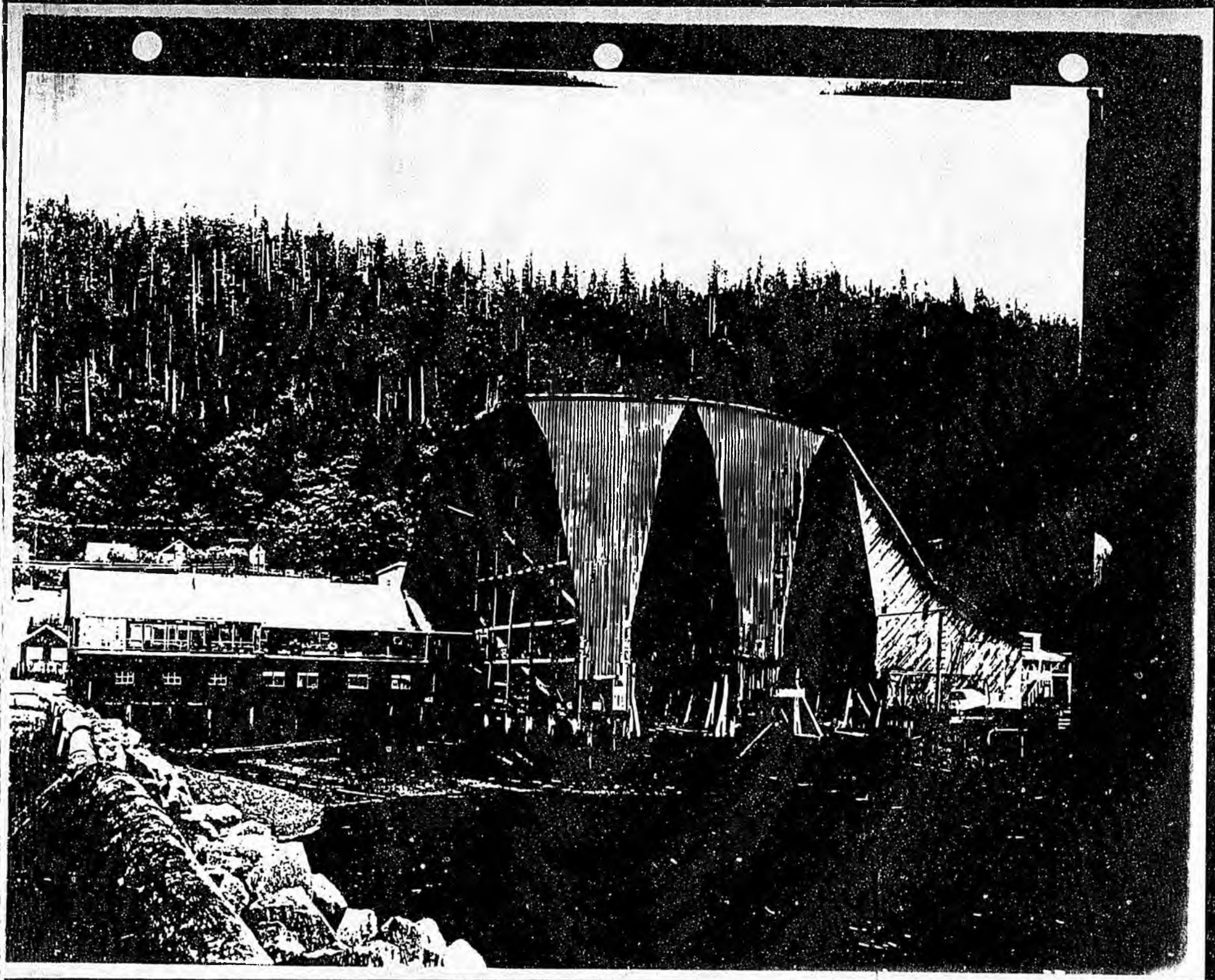
Sincerely,

Dale Pihlman

cc Reprs Kay Brown
Lloyd Jones
Robin Taylor
Johnny Ellis



MISTY FJORDS HARBOR AND METLAKATLA TOURS • CUSTOM CHARTERS



Shipyards building unique artifact

By JUNE ALLEN
Daily News Staff Writer

McKay Marine Ways, probably the most photographed landmark in Ketchikan, faces a 20th Century question: should the historic shipyard be restored to be used possibly as a marine museum and visitor attraction, or should the venerable but slowly decaying structure be torn down to make way for development in a district of high property values?

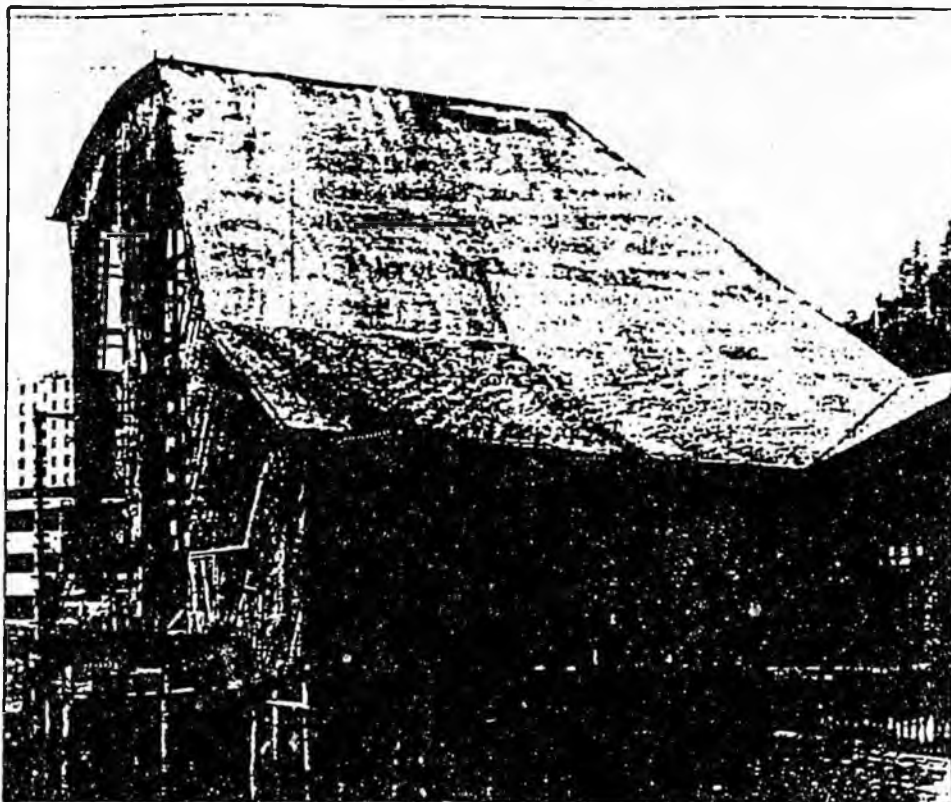
Scottman Lem McKay built the ship yard in 1926 during the heyday of the canned salmon industry which was destined to begin its decline shortly after. McKay's was said to be the only covered shipyard in Alaska, possibly on the West Coast, able to handle tall-masted ships.

He sold the shipyard to Ed Winston who operated the facility for many years. At Winston's death the property came to his son Wally Winston whose interests lay in other directions. Winston sold McKay's to the late Harry Ludwigsen.

Ludwigsen was a shipbuilder; son of a master shipbuilder born in Germany, transplanted to Southeastern Alaska. For many years Harry Ludwigsen built fishing vessels, primarily wooden trollers, at a booyard on floats on Water Street. Then the market and demand for wooden vessels declined and Ludwigsen bought McKay's. At his death the shipyard passed to his children.

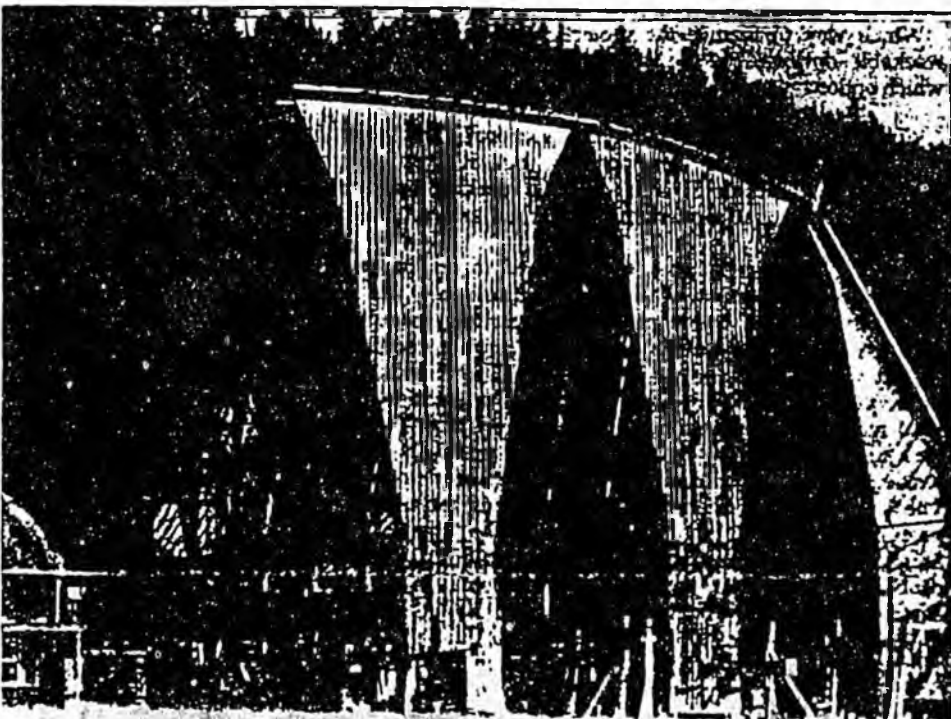
Son Don Ludwigsen now faces the challenge of saving the historic structure. In his lifetime Harry Ludwigsen wouldn't sell McKay's without a promise that it would remain a shipyard. His widow Esther respected that sentiment and wouldn't sell without the same promise.

Now Ludwigsen faces foreclosure on the yard and hopes to enlist enough community support to save the ship yard from sale and probable demolition. He has engaged the interest of



Two aspects of McKay Marine Ways.

Photos by Doug Charles



road system with large numbers of current visitors, and potential to attract more visitors. During my recent trip to Anchorage, I was able to visit the Crooked Creek Hatchery and the Elmendorf Hatchery. I will discuss each individually.

Crooked Creek Hatchery

This site, located approximately 12 miles south of Soldotna, receives approximately 50,000 visitors per year. This facility currently has no road signage, visitor parking, restroom facilities, or interpretive displays to speak of, yet still receives this large number of visitors each year, primarily between June and August. Visitors are both resident and nonresident, as many residents bring visiting friends and relatives to see the hatchery. This represents several hundred visitors each day.

The current situation at the hatchery, with this high visitation and no visitor facilities, raises several issues which the state should address. It is understandable that the state sees an opportunity here to generate revenue from the hatchery visitor. In order to charge for a visit, though, the facility should offer the visitor something - whether it is a self-guided tour with interpretive displays, or a tour guided by a knowledgeable individual. In addition, several improvements should be considered for both safety and ease of visitor flow. Among these improvements are a parking lot, restroom facilities and visitor paths.

During our visit, the manager of the Crooked Creek site indicated that several years ago a consultant was hired from Washington State to look at several hatchery sites and make recommendations for development of visitor facilities. The recommendations for Crooked Creek included drawings of a parking lot, pedestrian bridge, visitor information center and interpretive displays. These drawings and recommendations should be located and studied to see if they can be used today. In addition, costs associated with developing such facilities may be included to give an idea of investment capital necessary to pursue this direction. At a minimum, this facility needs a parking lot and restroom facilities, just to handle the current visitor volume.

Then there is the issue of generating revenue. Unless there is a controlled situation, where there is one entrance with an attendant to collect the fees, visitor donations must be relied upon. This could be as simple as a donation box with adequate signage requesting donations and explaining their use (i.e. donations help maintain the facility, etc.). The donation box must be in a secure place, so as not to encourage vandalism and theft. The recommended amount of donations or fees needs to be discussed as well.

The Crooked Creek Hatchery site has tremendous potential as a visitor facility, but it is in desperate need of visitor facilities. It has the potential to accommodate more people than are currently visiting the site, with some minimum site improvements. It is up to the Department of Fish and Game as to whether the capital investment is worth the revenue generated.

Elmendorf Hatchery

This hatchery, located five minutes from downtown Anchorage, also has tremendous potential for visitor use. The site has no road signage, no interpretive displays, or restroom facilities. It does have a parking lot, however. The large viewing area for the waterfalls to observe the fish jumping is ideal for large groups of visitors. However, for safety, the area needs additional railing and handicapped accessible paths, as well as interpretive displays and perhaps a self-guided tour.

As with the Crooked Creek Hatchery, this site receives thousands of visitors (approximately 30,000), with no marketing efforts. Given its proximity to downtown Anchorage, this site's potential for visitor use is tremendous. Recommendations for visitor facility development were also made by the Washington State consultant regarding this site. These should be located and studied as well.

This site could immediately install a donation box in a secure area to begin to generate program receipts while it is undergoing further development.

Issues

During my site visitations and discussions with the staff, several issues came to mind with regard to the development of state operated fish hatcheries as a visitor attraction. The development of this resource into a visitor attraction has many positive benefits including providing additional visitor attractions, generation of program receipts and providing a means to educate the public (both resident and non-resident) about the state's valuable fisheries resource. Several concerns come to mind, however, which need to be addressed. These are as follows:

1. **Fee collection** - Until the fish hatchery facilities have a controlled situation, collection of a fee from individuals is very difficult. An interim measure is a donation box, located in a safe, secure area. To collect a fee, the facility should offer something to the visitor, such as a self-guided tour and interpretive displays at a minimum. In addition, basic visitor amenities should be provided (f.e. restrooms).

Who do you charge for fees? Visitors only? Visitors and residents? It is my understanding that many residents visit the fish hatcheries regularly. Do you charge them for each visit? Do you risk damaging relationships with local residents who may consider, as taxpayers, that they already support the hatchery? Other state agencies have faced a similar situation - that is, the need to generate revenues and have instituted fees (i.e. Alaska State Museum in Juneau). Lessons can be learned from these agencies by contacting them and discussing the challenges and issues they faced when initiating fees.

How much do you charge? What is the value of the experience? Do you charge adults one fee, children another, senior citizens another?

Requiring fees from tour operators who may feature a fish hatchery on an itinerary is a sensitive issue. While tour operators may understand the need for a fee to be charged, that fee gets passed along to the consumer and eventually increases the cost of the tour. As tour operators get charged more and more fees by state and federal agencies, the cost of tours increases and lends to the image that Alaska is a high-priced destination. In the long run this is not constructive for anyone in the industry. However, tour operators should be kept informed of the possibility that fees for fish hatchery visitation may be implemented. These operators should be encouraged to include the hatchery on itineraries and at the same time a negotiated agreement with regard to fees could be worked out. Ketchikan is a good example of a fee structure that meets everyone's satisfaction. In addition, the planning cycle for tour operators should be acknowledged when discussing fees. Most large operators are finalizing their summer 1989 tariffs (retail tour rates) by February and March of 1988. If operators are not informed until May 1989 that a fee for hatchery visitation for summer 1989 is to be charged, they will not only be upset, but also may drop the hatchery from the itinerary. This doesn't serve anyone's purpose.

2. Capital Investment Needed - It is clear that the two facilities visited need some capital improvements to serve current visitors as well as encourage increased visitation. In addition, due to the large number of visitors at Crooked Creek, without improvements or limitations on visitation, the state may be faced with a liability problem. Improvements can be made in stages, with the initial investment kept to a minimum and

January 7, 1988

subsequent improvements made out of revenue generated. Whether money is available for improvements prior to revenue generation is a question which I can't answer. However, I would encourage creative solutions to this situation, (i.e. local service clubs providing assistance with project development, etc.).

3. Staffing - The current staff at the fish hatchery sites have become very involved in dealing with the visitor. Some enjoy it, some don't. Spending time with visitors may decrease the time the staff should spend on their primary function. The self-guided tour is one solution to this situation. Another is to utilize university students as guides - either tourism students or fisheries students. Train them and pay them out of program receipts. This could not only provide a positive visitor experience, but also valuable job training and experience for Alaska's future tourism and fisheries professionals.

Next Steps

Since most fish hatchery sites were not built with generating visitor traffic in mind, each site poses unique challenges. The following next steps are recommendations to the FRED Division for proceeding with these challenges.

1. Address issues - I've pointed out a few issues which need to be addressed in the context of each site. In addition, you may have identified additional areas of concern.
2. Previous Plan - It is important to find the previous consultants' visitor development plans for the facilities analyzed at that time. These plans may provide many answers to questions regarding improvements and costs.
3. Other States - There are several other states who have built fish hatcheries and incorporated visitor flow into their facilities (Oregon and Washington in particular). A review of their work would be worthwhile.

From these steps, you can formulate plans unique to each site which can be implemented soon. Focus must be kept on the main objective, which is to generate revenue through program receipts. Program receipts can't be generated without some site improvements. Once site improvements are made and a little marketing is done, program receipts should increase, therefore accomplishing the main objective.

MBK/cw6947c
1788a

Section 27

Project: Tok Gold Dredge

Location: Tok

Amount: \$688,000

Description: See attached material.

PROJECT: PRESERVATION OF THE HISTORIC "FORTY MILE DREDGE"

PROJECT STAGES: DISASSEMBLY OF THE DREDGE IN CHICKEN
TRANSPORTATION TO TOK
ASSEMBLY IN TOK
WAYSIDE LANDSCAPING
RESTORATION AND DREDGE DISPLAY

PROJECT NARRATIVE:

As most Alaskans know, the era of gold dredging in Alaska has all but vanished. With the onset of environmental controls, these awesome pieces of equipment used to move millions of yards of gold rich gravel, are scattered about remote areas of Alaska rusting into oblivion.

As these leviathans deteriorate, our opportunity to provide tourists with a fascinating aspect of Alaskan history disappears with them. Not only do Alaskan dredges have historical significance, they also have by virtue of their immense proportions, tremendous appeal to the eyes and cameras of tourists.

Our Division of Tourism has done an admirable job of creating an Alaska showcase image in the minds of potential visitors. As many of those visitors arrive over our highway system at the Alcan border, their first major stop is in Tok. In the last few years, over 12,000 guests per month sign the register in the visitor center located there. Consequently, the potential for stimulating these guests through first impressions is maximized at the junction of the only highway routes to Anchorage and Fairbanks.

Not far from Tok in the historic "Forty Mile" mining district, a fully assembled gold dredge is available for purchase at an extremely attractive price. Under the terms of this project, local labor would be used to disassemble the dredge, transport it, and reassemble it at the Tok visitors center. In conjunction, a small display of other mining equipment and artifacts would be efficiently displayed on and about the dredge. To further build interest in the mining display, the project will call for the placement of some of the huge buckets from the dredge at each road side pull-off area between the Canadian border and Tok. On each bucket a small plaque describing historical facts on the "Forty Mile" will be attached. Each message would end by encouraging visitors to; "See the massive machine which moved this bucket through the golden gravel of the Forty Mile".

The potential for permanent placement of a unique historical artifact while creating temporary local jobs in doing so, combine to make this the right project at the right time. Alaska's future as well as it's history should capitalize on it's "Golden" history.

PROJECT COSTS:

1. PURCHASE OF THE DREDGE	\$ 75,000.00
2. DISASSEMBLY	\$ 120,000.00
3. TRANSPORTATION	\$ 135,000.00
4. REASSEMBLY	\$ 120,000.00
5. SITE DISPLAY	\$ 30,000.00
6. WAYSIDE DISPLAYS	\$ 24,000.00
7. RESTORATION AND LANDSCAPING	\$ 184,000.00

\$ 688,000.00

JOBS CREATED:

PURCHASE	N/A	
DISASSEMBLY	4 LOCAL PERSONS	
TRANSPORTATION	6 LOCAL PERSONS	
REASSEMBLY	4 LOCAL PERSONS	
SITE DISPLAYS	2 LOCAL PERSONS	
WAYSIDES	2 LOCAL PERSONS	
REST. & LAND.	2 LOCAL PERSONS	TOTAL 20 PERSONS

ECONOMIC BENEFITS:

LOCAL ECONOMY (WAGES, EQUIP. ETC.)	<u>SHORT TERM</u>	\$ 544,000.00
LONG TERM STATE		INCALCULABLE
LONG TERM COMMUNITY		INCALCULABLE
OTHER (NON LOCAL)	<u>SHORT TERM</u>	\$ 64,000.00

TOURISM BENEFITS

The true benefits of this project are more of a long term nature and a part of a building block approach for our "Alaskan Showcase" image. It is no secret that tourists are disappointed in Alaska before they begin because we have a lack of interesting things to see along many miles of our highway routes.

The net effect of having visitors with positive, inquisitive attitudes, is perhaps impossible to measure, however if one reflects on trips made to other states or areas it is the combination of a lot of small but interesting items that make a visit memorable.

Tok considers itself the Gateway to Alaska, and from the Interior prospective that is true. As part of our ongoing tourism effort, we need to consider the importance of positive first impressions. That is what the long term benefit of this project is all about.

OPERATING COSTS: NONE

ONCE THE DREDGE IS IN PLACE AND RESTORED AS PROVIDED IN THE PROJECT COSTS, THERE WILL BE NO OPERATING COSTS.

INFORMATION AND HISTORICAL FACTS ABOUT THE DREDGE WILL BE PROVIDED VIA INFORMATIONAL STATIONS AROUND THE SITE. IN ADDITION A VIDEO CAN BE PRODUCED OF A WORKING DREDGE AND SHOWN IN THE VISITOR CENTER VIEWING ROOM.

FUTURE UP-KEEP SUCH AS PAINTING AND CLEANING, WILL BE HANDLED BY THE RESIDENTS, AND BUSINESSES OF TOK THROUGH THE TOK UMBRELLA CORPORATION.

The sum of \$688,000 is appropriated from the general fund to the Tok Umbrella Corporation as an unincorporated community grant, through the Department of Community & Regional Affairs, for preservation of the historic "Forty Mile Dredge".

January 29, 1988

Rep. Dick Shultz
Pouch V
Juneau, Alaska 99811


Dick
Dear Representative Shultz:

As you know we are hard at work planning the 1992, 50th Anniversary celebration of the Alcan Highway. We are encouraged that you are making progress in the effort to acquire the gold dredge available in Chicken. As you know it will be a major part of the Tok contribution to the celebration.

In reviewing the logistics and scope of this project we can assure you that the manpower and equipment to successfully complete it are here and ready to go. Dick, you know the state of our economy. There are more people out of work and more idle pieces of equipment in our community than any one can remember. On top of that, the usual volume of summer work just isn't materializing.

In closing let us again emphasize that we need this project. The state will benefit from it as well as our community, and it will help many of our local people through the slump we are now experiencing.

We appreciate the attention the Legislature has given to the proposal, and stand ready to answer any questions they may have about the details.

Sincerely,

Gary Kranenburg
Project Director / Tok Chamber of Commerce

Tok Community Umbrella Corporation

P. O. Box 547, Tok, Alaska 99780

January 29, 1988

Representative Richard Shultz
P.O. Box V (Mail Stop 3100)
Juneau, Ak. 99811

Dear Representative Shultz;

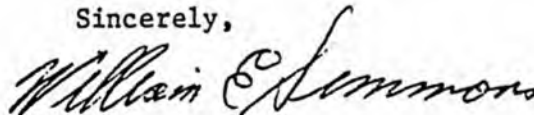
It has been brought to the attention of our Board of Directors that there is a good possibility that funds may be available in the form of a grant thru the Legislature to purchase, disassemble, move from Chicken to Tok, reassemble and finally restore the Chicken Creek Gold dredge. At a Board of Directors meeting held January 28, 1988 a motion was made and unanimously approved to accept the administration of this Legislative grant should the funds be made available by our Legislature and Governor Cowper.

As you are aware the Tok Community Umbrella Corp. has now been in existence for approximately five years and has been very efficient in the administration of the grants to the Tok area. We feel very strongly that our purpose is to work for the betterment of our community and if this historical Chicken Creek dredge were moved to Tok, not only would this project provide numerous jobs for local people, it could very well become one of the greatest tourist attractions in Interior Alaska.

If this historical gold dredge could be renovated and located in Tok along the Alaska Highway, where every land traveling tourist must pass by, we feel that this will most certainly benefit all the tourist related businesses in our area and may even encourage travelers to specifically come to Tok to see this outstanding historical example of Alaska's mining past.

Once again, we, as a non-profit corporation, would be happy to accomplish this project for the betterment of the Tok community. Thank you for all your help in this endeavor.

Sincerely,



William Simmons, President

January 29, 1988

Representative Kay Brown
P.O. Box "V"
Juneau, Alaska 99811

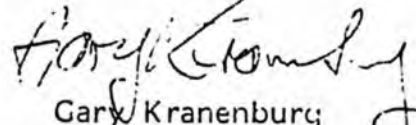
Dear Representative Brown,

I wish to personally thank you for the efforts and attention you have put into the "Historic Dredge Project". When Dick informed me that the support for this important undertaking was needed immediately, I confess I was caught short. The only reason I can offer is that we in Tok had geared our timing for a push later in the session. With the move on to get our people back to work through the jobs bill, all that of course changed in a hurry.

In closing, let me offer any further assistance you may need as you consider the merits of this project.

I look forward to helping in any way I can.

Respectfully,


Gary Kranenburg
(Tok Chamber of Commerce
Box 321
Tok, AK. 99780)

file clipping/bill file

Plan to move gold dredge draws objection

News-Miner Bureau

JUNEAU—A non-profit organization in Tok wants \$688,000 from the state to move an old gold dredge from Chicken to Tok, but the owners of a restored Fairbanks dredge say it would amount to unfair competition with a privately funded tourist attraction.

Ramona Reeves and her husband, John, own Gold Dredge No. 8 restaurant in Fox. She objected to the proposed dredge moving plan Tuesday night on a teleconference call with Fairbanks legislators.

The \$688,000 is in a bill introduced by Anchorage Democratic Reps. Kay Brown and Johnny Ellis.

The dredge would be renovated

and used as a tourist attraction in Tok, a community about 200 miles southeast of Fairbanks.

Reeves said the state is putting itself in direct competition with her business, which gives tours of the dredge in Fox. She said she wouldn't object to the state giving a loan to a business to move the dredge to Tok.

Reps. Mark Boyer and Mike Davis, both D-Fairbanks and co-sponsors of the bill, said they opposed that particular section.

Boyer said that if tourists driving up from the Lower 48 could see an historic gold dredge in Tok, they would have less incentive to travel to Fairbanks.

The bill was also co-sponsored by Rep. Dick Shultz, R-Tok. He was in a meeting this morning.

The bill, HB423, would also bring almost \$1 million in park and recreation area projects to the Fairbanks region.

Money would be provided for rest rooms, trails, parking lots, camp sites, cabins and information boards in the Chena River Recreation Area and at Birch Lake.

Money is also allocated for historic building preservation around Fairbanks and for restoration of the Riverboat Nenana.

Another \$225,000 would reopen the Twin Bears Youth Conservation Corps camp on Chena Hot

Springs Road. Young Alaskans would brush trails, pick up trash, repair facilities and assist with maintenance of parks.

The entire bill would cost \$10 million.

Other Fairbanks projects include: Chena Hot Springs winter trail work, \$50,000; Chena River Recreation Area trailhead improvements and cabins, \$210,000; Birch Lake campground, toilets and road access, \$250,000; Campsites for Chena River campground on University Avenue, \$50,000; Twin Bears YCC camp, \$225,000; Historic preservation statewide, \$100,000; Riverboat Nenana restoration, \$100,000.

GOLD DREDGE NUMBER 8

NATIONAL HISTORIC DISTRICT

P.O. Box 81941
Fairbanks, Alaska 99708
457-6058

February 22, 1988

Rep. Kay Brown,
House of Representatives Finance Committee
P.O. Box V
Juneau, AK 99811

Dear Representative Brown:

I would like to address the topic of HB423, Section 27. Both my husband and I would like this section removed from HB423, and here are the reasons why.

We feel that by allowing state grant money to be used for the purchase of the dredge in Chicken for relocation to Tok, renovation and preservation for public viewing, and eventual walk-through tours is placing the state in direct competition with our business.

As a privately-owned National Historic District, we must charge an admission price for these opportunities. We employ four tour guides, and a tour manager, in addition to ourselves, during the season. This summer we will be adding the position of goldpanner. When people are given the choice to do this for free or to pay a fee, the choice is simple.

Gold mining is the history of the Interior. Many people are very interested in this historical era and drive on to Fairbanks in an attempt to relive the excitement and allure that gold evokes. However, once they see a dredge in Tok, it's like offering them dessert first, ruining their appetites, and essentially making the decision for them to drive South, bypassing the Interior since their appetite has been quelled.

Mining is the history of the Interior, not of Tok. Working directly with the travelling public for the past five years, we know the effects of having another dredge nearby. Comments are frequently made by people who have travelled from Dawson, where a dredge is available for public viewing, to our place where they see an admission price. The phrase is basically "once you've seen one dredge you've seen them all" and then they turn around and leave. This is a dredge that is 393 miles away. Tok is 205 miles from Fairbanks, and the entire motoring public must drive through this community. A substantial part of our business would be lost.

Lastly, for our renovation work out here, we were granted a State of Alaska historical loan. This is a loan that will more than double the investment the state made in us. If Section 27 of HB423 is not eliminated, you will be jeopardizing an investment already made in us. As a member of the House Finance Committee, you can see that this makes absolutely no sense, or dollars for the State.

Thank you for your time and consideration in this matter. Please contact me if you have any further questions.

Sincerely,

Ramona Reeves

Ramona Reeves, Co-Owner, Gold Dredge #8

Section 28

Project: Yuktarvik Museum/Yup'ik Cultural Center

Location: Bethel

Amount: \$545,000

Description: See attached material.

STATE OF ALASKA



LYMAN F. HOFFMAN
REPRESENTATIVE

P.O. BOX 763
BETHEL, ALASKA 99559
(907) 465-4530, 465-4433

HOUSE OF REPRESENTATIVES

DISTRICT 25

AKIACHAK
AKJAK
ATMALTU'AK
BETHEL
CHEFORNAK
EEK
GOODNEWS BAY
KASIGLUK
KIPNUK
KONGIGANAK
KWETHLUK
KWIGILLINGOK
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMLTE
NUNAPITCHUK
OSCARVILLE
PLATINUM
QUINHAGAK
TOKSOOK BAY
TUNTUTLIAK
TUNUNAK

MEMORANDUM

TO: Representative Kay Brown
FROM: Representative Lyman Hoffman
DATE: February 10, 1988
RE: HB 423 - Tourism Capital Projects

An appropriation of \$545,000 to the City of Bethel for the development of a new Yugtarvik Museum/Yup'ik Cultural Center.

A. This project would build a new facility to house the historic Native artifacts of Southwest Alaska and to aid in the development of Yup'ik crafts-people and their artwork through artist advocacy programs and the direct purchase and sale of artwork. It would provide an economic base for Yukon-Kuskokwim Delta's people. Continuation and promotion of Yup'ik artwork and their artists provides a major link in preserving this culture's values, identity and self worth.

B. The project is proposed at \$500,000 for the museum/cultural center. Also, \$20,000 for the collection of native artifacts, with \$25,000 for the development of a Yukon-Kuskokwim wildlife display. A separate grant would be used for the design phase of the project.

C. Grant recipient would be the Department of Administration, then a municipal grant to the City of Bethel.

D. Project completion would be 1989, and a variety of local Alaskan contactors would employ local residents.

Maintenance and operation cost will be the responsibility of the museum and the City of Bethel. There will be no long-term impact to the State of Alaska.

10,000 visitors annually tour the facility, many of those purchase the locally produced handicrafts and artifacts on display. The project would not only create construction jobs, but permanently employ local residents to develop their craft-skills and operate the facility.

The tourism value to the State of Alaska would greatly enhanced in that the Yukon-Kuskokwim Delta is home to the

world's largest wildlife refuge of its kind. It is the northern terminus of the North American flyway of several species of geese, swan, and other birds. This area of Alaska is remote whose residents traditional lifestyle is still practiced in daily life, including mask carving, basket weaving, ivory carving, animal skin-sewing, trapping, fishing and other subsistence gathering activities.

Please contact me if additional backup information is warranted.

Thank you for your effort on this tourism legislation and your favorable consideration on this important project.

Project: YUGTARVIK MUSEUM AND YUP'IK CULTURAL CENTER
Request: \$545,000
Location: Bethel
Senate District: M
House District: 25

The sum of \$500,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Bethel for the continuing development of the Yugtarvik Regional Museum and Yup'ik Cultural Center.

The sum of \$20,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Bethel for the purchase, preservation, and relocation of native artifacts in Southwest Alaska to the Yugtarvik Museum.

The sum of \$25,000 is appropriated from the general fund to the Department of Administration for payment as a grant under AS 37.05.315 to the City of Bethel for a Yukon-Kuskokwim Delta wildlife display.

Description: The Yugtarvik Museum is dedicated to preserving the Native culture and lifestyle of the Yup'ik Eskimo people of the Kuskokwim River, through the acquisition, development, and exhibition of a permanent collection artifacts and traditional practices.

The need for a museum in Bethel was recognized as early as 1960. The idea became reality in 1965, when the City of Bethel received a grant of \$5,500 to be used for an Alaska Purchase Centennial project in commemoration of the U.S. acquisition of the territory of Alaska from Russia in 1867.

The City of Bethel has exhibited ongoing support of the museum as part of its cultural program through the following actions:

- 1) assistance and approval in obtaining the 1967 grant to construct the museum facility.
- 2) assistance in operational/administrative support since 1970.
- 3) assistance in recovering from the fire of June 1980 with extensive structural renovation and in providing a fire and

security system.

- 4) establishment of an acquisition fund to ensure the preservation of local historical artifacts.
- 5) assistance in training and upgrading the skills of staff to meet current professional needs.
- 6) assistance in establishing and maintaining a craft shop which bolsters the income of its Native people and those of the Yukon-Kuskokwim Delta.
- 7) responsibility of holding the permanent collection of the Yugtarvik Museum in the Public Trust.

The present museum building is now over 18 years old and consists of 720 square feet. The museum's permanent collection has grown from 50 objects in 1967 to over 1,000 items, despite the major fire in 1980. Storage and exhibit space has been filled for a number of years.

As requests for services continue to grow, and the need to help preserve a fast changing culture increase, the present space crisis inhibits the museum from even beginning to meet these demands.

The following backup includes:

- 1) Museum Task Force recommendations.
- 2) Space needs in square footage.
- 3) Five year Goals.
- 4) Education.
- 5) Permanent exhibits.
- 6) Collections.
- 7) Travelling and changing exhibits.
- 8) Conservation.
- 9) Museum shop.

In addition, the Tourism Committee of the Bethel Chamber of Commerce sees a museum and cultural center as a high priority for Bethel and our Region. The development of such a center will bring economic benefit to the Region and also help foster self-esteem among the people of the Yup'ik culture.

MUSEUM TASK FORCE RECOMMENDATIONS

LAND: The museum is currently housed in its own building, but the site upon which it rests is owned by the Moravian Church. A lease of this property was proposed which would allow for a 10 year lease with a 10 year option to renew. This is not advantageous for the museum as it allows for no future growth or security.

RECOMMENDATION: The museum relocate on city lands to a permanent location within the main foot traffic area of the city where expansion is possible.

SPACE LIMITATIONS: The museum is currently housed in its original log cabin building built in 1967. The collection and museum shop have far outgrown this building. The present building prohibits further growth of the collection, does not allow for adequate storage of the collection so that pieces are in danger of damage, does not allow for adequate exhibition of the collection, nor of travelling and changing exhibits, does not allow for proper viewing by school children, nor does it allow for public programs, i.e. films, lectures, or slideshows. Items for sale are not adequately displayed due to space limitations, therefore potential sales and revenues are lost; thefts occur much easier.

RECOMMENDATION: The current space crisis be alleviated by the following actions:
Short Term: Office space be utilized in another location. Other buildings be used for exhibits and programs. A secure storage space be designated for museum and shop use.
Intermediate: Another city building be renovated for museum use.
Long Term: The museum continue to plan a future building complex with the Museum/Archives/Library concept in mind.

OPERATING SUPPORT: The museum is operated by the City of Bethel. Future funding cutbacks and the need to provide even basic services to the residents of Bethel are realities. Due to the political nature of the operation of the City, support can change greatly every 2 years. The museum presently is seen as important to the operation of the city and is noted as one of its best assets.

RECOMMENDATIONS:

A "Friends of the Museum" group be incorporated as a non-profit entity to generate financial support for the operation of the museum, for public relations, and volunteer support.

An endowment campaign be established by the "Friends" to ensure the museum's future operating support and for building funds.

The museum shop eventually be operated by the "Friends" and these profits be used to support the museum program. The shop establish a mail order program to further increase sales and revenues.

SPACE NEEDS IN SQUARE FOOTAGE

	<u>Present</u> <u>Building</u>	<u>Minimum Space</u> <u>Needed at</u> <u>Present</u>
EXHIBITS		
permanent	360	1,400
changing/travelling	-0-	500
COLLECTIONS		
processing area	-0-	40
storage	50	466
OFFICES		
Curator	-0-	70
Shop Manager	8	70
work area	4	70
SCHOOL CLASSROOM/TRADITIONAL ART CLASSROOM/LECTURES/FILMS	-0-	400
PUBLIC SERVICE AREA		200
Coat area	-0-	
restrooms	-0-	
artic entry	48	
handicap ramp	-0-	
reception area	9	
COLD STORAGE	24	200
travelling exhibit crates		
packing boxes, material		
art supplies (grasses)		
MECHANICAL/MAINTENANCE	30	50
heater		
fire halon system		
alarm		
CRAFT SHOP		
display	144	432
storage	40	120
work space	2	20
sales desk	9	20
TOTALS	724 sq. feet	4,058 square feet



YUCTARVIK REGIONAL MUSEUM

CITY OF BETHEL

P.O. Box 388 Bethel, Alaska 99559

(907) 543-2098

Five Year Goals

EDUCATION

- 1) development of educational programs which may be taken to local schools and integrated into the curriculum.
- 2) development of educational kits which may be used independently in local or village schools.
- 3) traditional native arts classes for both adults and children
- 4) videotape production of local artists and artforms to interpret the permanent collection
- 5) support local artforms by organizing local native dancers and sponsoring art competitions
- 6) community film and lecture series

COLLECTIONS

- 1) collection policy implemented with items prioritized as to need
- 2) acquisition of private collections--local, state, outside
- 3) acquisition of photographs

PERMANENT EXHIBITS

- 1) developed to increase cultural self identity and to educate new residents and visitors to the Region to the Yup'ik culture
- 2) exhibition of more of the permanent collection
- 3) bi-lingual interpretation of artifacts
- 4) videotape production of local artists, artforms, traditions to interpret the collection

TRAVELLING AND CHANGING EXHIBITS

- 1) to provide Bethel and Delta residents the opportunity to view art, ethnography, history and science exhibitions.
- 2) to promote local artists and artforms
- 3) to begin production of local exhibits to travel to villages and statewide

CONSERVATION

- 1) protective cases for artifacts with optimum heat and light levels
- 2) adequate storage area for artifacts
- 3) temperature and humidity controls and an air filtration system

CRAFT SHOP

- 1) profits used specifically to support museum programs
- 2) shop run by incorporated "Friends of the Museum" as a separate entity from museum with profits donated to museum programs
- 3) increase of volume of sales which would then increase the artist's income and increase finances for the museum
- 4) stress quality artwork

EDUCATION

Goals-The Museum Education program develops methods to educate the public about the collection of the Yugtarvik which is dedicated to preserving and promoting the culture of the Yup'ik Eskimo people. It does this through programs within the museum and through outreach services.

Demand And Activities-Over 10,000 visitors, including Bethel citizens, Yukon-Kuskokwim Delta residents, Alaska citizens, and tourists, visit the Yugtarvik annually. The museum averages 43 visitors each day. The staff gives guided educational tours to children from the local daycares, elementary, middle, and high schools, and women and children crisis shelter. In addition, school children from both nearby and coastal villages visit the museum each year. The museum staff receives requests to visit classrooms, work with local agencies and their clients and staff, and provide interpretive exhibits during local festivals, meetings, and conventions. Educational learning kits made to be distributed to local and village schools for use within classrooms have been requested to supplement classroom learning.

The Yugtarvik offers traditional native art classes to the community in woodcarving, coiled and woven basketry encouraging native people to learn or better these skills. The museum has received requests to continue these classes and to offer additional types of instruction. Demonstrations are presented with artists showing visitors how dolls, salmon nets, masks, and baskets are made. Visitors are able to interact with artists.

Space Limitations-Educational programs are currently conducted within the exhibit space of the museum limiting the scope of activities. The museum can comfortably hold about 7 students which is much smaller than the average school class.

Traditional native art classes are held within exhibit and craft shop areas, again limiting activities. Art classes can hold a maximum of 6 students, but then museum visitors cannot see the permanent exhibits.

Films, lectures, demonstrations, and other public programs cannot be held within the museum building due to lack of viewing areas.

How Space Would Be Used-A classroom area would allow for adult and child native art instruction to be given within the museum building where resources for such instruction, and artists are available. This classroom area would also serve as an instruction area for visiting local and delta school children.

Office space for an education volunteer or staff person would provide an area for development of educational programs for within the museum, kits to take to schools, and programs to take to agencies.

Storage space would allow for storage of educational tools and artifacts used in preparing lectures and kits.

The classroom area would also be used for lectures, films, and public programs.

PERMANENT EXHIBITS

Goal-The Permanent Exhibits of the Yugtarvik are developed to increase cultural self identity among the Yup'ik Eskimo people of the area and to educate new residents and visitors to the region to the Yup'ik culture.

Demand-Over 10,000 museum visitors annually view the exhibits of the Yugtarvik. Visitors have continually requested that more of the collection be permanently displayed.

Activities-Exhibits depict the lifestyle of the Yup'ik Eskimo during the time of subsistence living. Exhibits include clothing, womens tools, mens tools, a kayak with hunting tools, fish nets, traps, and implements, and dancing objects. Local natural history is depicted with exhibits utilizing geese, ptarmigan, reindeer antlers. A "Please Touch" case allows visitors to feel and handle various furs, bones, tusks, teeth, and implements. A videotape machine will be installed this summer with interviews of local artists interpreting the collection in both Yup'ik and English.

Space Limitations-Due to lack of space and demand by the public, our permanent collection must be taken down every other month to allow space for travelling exhibitions and changing exhibits of the museum's permanent collections. Permanent exhibit space does not allow for a well-rounded view of the Yup'ik subsistence lifestyle, but glimpses of the past and small pieces of contemporary life. Current space limitations do not allow for adequate viewing of many of the artifacts as cases are placed close together, leaving little room for viewing. Artifacts are placed close together due to small wall and case area, leaving little room for informative labeling and photographs.

How New Space Would Be Used-Additional exhibit space would allow for a more complete view of Yup'ik life, beginning with prehistoric times, transitioning into village life--winter and summer, relationships with animals, hunting and gathering food, male/female roles, pre-christianity religion, festivals, transitioning into present lifestyles and contemporary art. Artifacts would be accompanied by B & W photo enlargements from the museum's photo collection. Labeling would be thorough and include both Yup'ik and English. Videotapes and cassette tapes would further help to interpret the lifestyle.

COLLECTIONS

Goals-The Yugtarvik is responsible for the acquisition, care, and custody of a permanent collection of over 1,000 objects. This collection is continually growing.

Demand And Activities-The Yugtarvik's permanent collection of artifacts has been growing by at least 50 objects per year. Due to its location in the heart of the Delta Region and to the Museum Shop, the selection for a contemporary art collection is vast and of superior quality.

Objects offered for donation and sale by Delta residents are numerous. Private collections which are sitting in storage or in other states of disuse are potential sources of acquisitions for the museum's collection in an attempt to keep these items within the Delta.

The large number of traditionally knowledgeable and skilled craft-people allows for replicas of older items to be readily commissioned.

Space Limitations-Lack of storage space is severely limiting the scope of the Yugtarvik's acceptance of acquisitions. All existing space is now being used for storage and display. Items accepted now must be small, which means that larger items are either being sold to individuals or decaying. Registering and photographing new artifacts must be done at odd hours in the exhibit area when visitors are not present. This means that this work cannot be done continuously, but here and there when conditions are ideal. Volunteers have no area to sit and work. Lack of work space inhibits the design of new educational displays utilizing the collection for museum visitors.

How New Space Would Be Used-A designated storage area with work areas would allow for staff and volunteers to process new acquisitions to the collection with a minimum of handling. Space for object registration, cleaning, and photographing is needed. Additional desk space would allow for staff and volunteers to design exhibits--lay out artifacts and assemble them. Storage space for would include shelving where artifacts could be stored with enough space to allow each piece to have its own area. Parkas, maps, and oversized items would be properly laid flat or rolled as needed. Extra shelving would allow for the continual acceptance of new acquisitions.

TRAVELLING AND CHANGING EXHIBITS

Goals- The travelling exhibits which the Yugtarvik displays are acquired to provide Bethel residents the opportunity to view art, ethnography, history and science exhibitions. The changing exhibits which the Yugtarvik produces are designed to complement community activities and to promote local artists and artforms.

Demand-About 10,000 visitors view the Yugtarvik's travelling and changing exhibits annually. The museum receives exhibits from other institutions including the Alaska State Museum, the Anchorage Museum of History and Art, the Alaska State Council on the Arts, the Institute of Alaska Native Arts, and the University of Alaska Museum. The museum receives requests from patrons to bring in more travelling exhibits. We receive request from local artists and agencies to exhibit artwork and objects that represent them also.

Activities-Exhibits received recently include Eskimo dolls, Inua, Toksook Bay 1981, Alaska Positive 1984, Earth, Fire, and Fibre, and New Traditions, Contemporary Alaska Native Art. The museum recently produced an exhibit: Bethel Basketmakers in honor of local women during Womens History Week. Along with these exhibits the museum has coordinated demonstrations, art classes, and open houses to complement the displays.

Space Limitations-Shortage of exhibit space necessitates removing the permanent exhibits to display travelling exhibits. Even then these exhibits sometimes do not fit into the space given for such exhibits and pieces must be left in their cases. Local artist shows must be very small and usually become "lost" among the permanent exhibits. No preparation area for creating local artist exhibits means exhibits must be prepared at odd hours, when museum is closed to the public. In order to display the Inua Exhibit the museum building was closed to the public and the shop was moved to office space to be displayed along with the Smithsonian's Inua Exhibit.

How New Space Would Be Used-A gallery area reserved for travelling and changing exhibits would allow for adequate viewing of these exhibits. It would also enable visitors to view the permanent exhibits at the same time. A work area would allow staff and volunteers to put together small local artist shows and travelling shows that would travel to villages and statewide. Gallery space would allow for rotating pieces of the permanent collection so that visitors would eventually be able to see the entire collection. It would allow for cooperating with local agencies in creating temporary exhibits such as K-300 a historical view of dogsledding, Nunam Kiclutstisí-traditional and contemporary hunting and trapping methods, YKHC-plant gathering techniques and types of traditional medicines, etc.

CONSERVATION

Goals-The Conservation program of the Yugtarvik attempts to keep the objects in the collection under optimum conditions for their long term preservation. In addition, it offers assistance to local citizens in preventative care and training for their private collections of art.

Demand And Activities-The museum's Conservation program demands that objects be protected against harmful dust, light, and changing temperature and humidity levels. As many objects that can be, are placed in protective cases. Fluorescent lights are covered with filters which protect objects from harmful UV rays, the temperature and humidity levels are closely monitored and kept as constant as possible. Objects on display are purposely rotated so they receive a minimum of light and dust exposure. Workshops on the care of artwork are given periodically and specific questions are researched for the public.

Space Limitations-Current space restrictions do not allow for protective cases for many of the artifacts that the museum owns. This means that in order to protect them from harmful dust, fingers, and lights, artifacts are either not displayed or only for a very limited period of time. Inadequate storage space for artifacts means that items are stored inside of one another, precariously from shelves, and among books, materials, and supplies wherever space can be found. No work area does not allow for repair or treatment of objects except at odd hours when the museum is closed to visitors. A large dust accumulation in the spring, summer, and fall months is damaging unprotected items. Water storage in a small plastic barrel limits adequate humidity controls as shortages can occur frequently when deliveries are not made.

How New Space Would Be Used-Permanent exhibits excluding "Please Touch Exhibits" would be enclosed within protective cases which would have the recommended temp./light levels. Storage space would include a large storage area where items would each have their own space designated. Additional space for future additions to the collection would be anticipated. A work area for treatment, repair, and cleaning of artifacts for volunteers and staff would be designated. A large water tank and air filtration system would eliminate humidity and dust problems. Classroom space would allow for workshops on the conservation of individual's collections.

MUSEUM SHOP

Goals-The Museum Shop provides an outlet for local residents to sell their work and provides a modest income for the museum to partially support its programs. The shop brings local visitors and tourists into the museum to view the objects on display. The shop plays a major role in assisting artists in improving the quality of their artwork and in trying new areas of art.

Demand And Activities-The museum shop currently receives over 10,000 visitors annually, an average of 43 visitors each day. In-house sales hve continued to rise each year. The shop is listed in a number of national publications and s receives requests for price lists and catalogues daily. Mail order sales are dramatically increasing each year as we now sell to other museum shops, private shops, individuals, and many collectors.

Space Limitation-Current space limitations inhibit the sale of merchandise as items for sale are crowded and hard to view, storage is limited, and the shop cannot hold but a small number of visitors at any one time. The present work area does not allow for many additional staff or volunteers to assist in sales, paperwork, or packaging.

How New Space Would Be Used-With additional display area, items for sale would be displayed much better with enough "open space" to allow proper viewing of pieces. A greater number of visitors would be able to view items without being crowded and hurried to buy. Additional work space would allow for a packaging area for mail order sales, separate areas for buying and selling crafts from artists, and selling crafts to visitors. Additional display space would allow for labels which would interpret items in the craft shop, thus using the shop as an educational tool. Greater space would allow for greater profits which would in turn benefit museum programs.

Section 29

Project: Juneau City Museum

Location: Juneau

Amount: \$490,000

Description: See attached material.

REPRESENTATIVE
FRAN ULMER

HOUSE OF REPRESENTATIVES

PO Box 1
JUNEAU, ALASKA 99801
(907) 465-4947

M E M O R A N D U M

February 8, 1988

TO: Representative Kay Brown

FROM: Representative Fran Ulmer

SUBJECT: HB 423 - Tourism Development Bill

House Bill 423, section 29, provides an appropriation of \$490,000 to the City and Borough of Juneau for relocation and rehabilitation of the Juneau City Museum.

A. Basic Statement of Purpose and Scope of Work:

This project would take the existing Juneau Memorial Library building (which will be vacated in late 1988) and install energy efficient insulation in walls and ceilings; double glazing of windows; addition of a new mechanical system with ventilation, heating, humidity, and pollutant controls; the installation of a halon fire suppression system; and security. Also included would be new interior finishes and exhibit cases for the museum collections. After renovation, the building will be occupied by the City Museum.

B. Cost Estimate and Breakdown

The project is proposed at \$490,000; this amount would complete all phases of the project. A separate grant would be used for the design phase of the project.

C. Identification of Authorized Agency and /or Grant Recipient

The project would be funded as a municipal grant to the Department of Administration. The City and Borough of Juneau would be the recipient.

D. Responsiveness to Criteria

Due to the size of the project, all work could be completed in FY 89. The project would provide employment for a variety of

crafts such as mechanics, laborers, carpenters, electricians, plumbers, painters, masonry workers, sheetrockers and carpet layers at a time when construction work is generally in its winter slow-down period. It is anticipated that the contractor and all subcontractors would be Alaskan.

Maintenance and operation cost will be the responsibility of the museum and the city. There will be no long-term impact to the State.

The museum's present level of use is 30,000 visitors per year and this level is increasing.

A project of this size and scope is expected to generate jobs throughout the construction industry as indicated above.

Obtaining adequate space and exhibit areas for the museum's collection will increase its usage. The museum with its historical collection on hardrock mining could lead to expansion of the ElderHostel program through the University of Alaska Southeast. Additional courses in the history of mining which could be scheduled outside the peak summer tourism months would attract more tourists to the city. This project would complement the local tourism industry and the efforts of local volunteers for preservation of Alaska's Capital City history. The museum is currently operated by part-time staff and an ever-increasing number of local volunteers.

The State has made a significant investment in the tourism industry and has already identified museums as an integral part of this industry through funding of the Transportation Museum, the Alaska State Museum System, House of Wickersham, Sheldon Jackson and other numerous interpretive sites.

The potential to leverage non-state investments is high. Non-state funds which may be identified for future acquisitions include a local Leslie Murray Museum Fund, grants from the National Endowment for the Humanities and local museum assistance funds. The potential for corporate support will improve when a permanent well designed and adequate facility is provided for the museum.

Public support for the local museum has been demonstrated by an increasing number of local, year-round volunteers. Donations both in dollars and local history artifacts have been received. The City and Borough has annually appropriated funds for the operation of the museum. The number of visitors to the museum has been steadily increasing.

Thank you for a favorable consideration of this project.

Section 30

Project: Willow Creek Road Access

Location: Mat-Su Borough

Amount: \$100,000

Description: This appropriation would only fund a small portion of the work that needs to be done on this project. See attached material.

TO: Rick Davidge
Mat-Su Borough

DATE: February 3, 1982

FROM: Daryl Haggstrom
Alaska State Parks

RE: Backup information as per your request for possible Jobs Bill
project: \$50k to \$100k for Willow Creek Road.

Project Name: Willow Creek Road
Project Amount: \$50,000+

Description of Work

Top the existing Willow Creek Road with a crushed aggregate base course to provide a good driving surface.

Justification

Approximately 2.2 miles of the 3.9 mile Willow Creek Road, Parks Highway to Susitna River, has been constructed. The initial construction provided for the road embankment constructed of gravelly sand. The driving surface is loose and requires a cap of crushed aggregate base material to provide an acceptable driving surface. This project would result in the upgrade of the first mile of Willow Creek Road. Although Willow Creek Road does not provide driving access to the Susitna River and the mouth of Willow Creek, it is used for park and hike fishing access to this popular fishing site. The soft, sandy driving surface has become of increasing public safety concern as the fishing access becomes more popular. An additional \$50,000 would provide for upgrade of the entire 2.2 miles of existing road.

PROJECT TITLE: Willow Creek Recreation Area Development

PROJECT DESCRIPTION: Development of 1.7 mile access road to Susitna River, boat launch area, parking, day use area, and campground facilities.

DISCUSSION: This project is a cooperative recreational resource and economic development project supported by State Parks, Department of Fish & Game and the Mat-Su Borough. The project will have an immediate significant impact on the Borough economy by creating construction jobs. This major project will provide access to one of the State's finest salmon fisheries. The total project will eventually provide facilities for boating, fishing, camping, hiking, day use, long-term parking, historical and natural interpretation and concessions.

A tri-agency cooperative management plan is being developed by the Borough, State Parks and ADF&G. Willow Creek is the Borough's and ADF&G's number one resource development capital project and is supported by the Willow Area Community Organization, the Borough Parks & Recreation Advisory Board, Planning Commission and Assembly.

A concessionaire system will help to construct additional facilities and provide associated services which will attract residents, regional visitors and tourists. This project is a superb model showcasing public-private sector cooperation in proper recreation resource planning, development and operation. It surely will be the "Gateway to the Susitna".

ANTICIPATED COST: \$2,000,000

MATANUSKA-SUSITNA BOROUGH
CAPITAL PROJECT NOMINATIONS FY88

PROJECT NAME: Willow Creek Recreation Area

(Willow)

COMMUNITY: MSB/Anchorage Region POPULATION: 100,000

DESCRIPTION: Development of access road, boat launch, parking lot
use area, and campground facilities.

SKETCH ATTACHED (?)

JUSTIFICATION: Cooperative recreational resource and economic
development project supported by state parks, Fish & Game and MSB;
#2 priority of MSB Parks & Rec. Advisory Board.

ANTICIPATED COSTS (if known)

TOTAL	\$ <u>2,000,000</u>	<u>100%</u>
ENGINEERING/ADMINISTRATION	\$ <u>150,000</u>	<u> </u>
LAND	<u>State/MSB</u>	<u> </u>
MATERIAL	<u>1,850,000</u>	<u> </u>
ANTICIPATED FUNDING, TOTAL	\$ <u>2,000,000</u>	<u>100%</u>
MSB	<u>155,000</u>	<u> </u>
STATE	<u>1,225,000</u>	<u> </u>
SPECIAL ASSESSMENTS	<u> </u>	<u> </u>
OTHER	<u>620,000</u>	<u> </u>

ANTICIPATED SCHEDULE	START DATE	FINISH DATE
PLANNING	<u>July 1988</u>	<u>July 1988</u>
DESIGN	<u>July 1988</u>	<u>August 1988</u>
CONSTRUCTION	<u>September 1988</u>	<u>June 1989</u>

ANNUAL M & O COSTS ANTICIPATED \$ 50,000

TO BE PAID BY:

EXPECTED PROJECT LIFE 100 YEARS

NOMINATED BY: MSB Parks & Rec. Advisory Board #2 DATE: 10-15-87

JCS/pmg/040

MATANUSKA-SUSITNA BOROUGH
Willow Creek Recreation Area

PARKS & OUTDOOR REC. DIV.

FY89 Cost Estimate - Phase I

I. BOAT LAUNCH

2 boat ramps	\$ 120,000
1/2 mile gravel road	230,000
parking lot (50 spaces)	100,000
2 double vaulted latrines	50,000
Misc. signs, site improvements	50,000
Total	<u>\$ 550,000</u>

II. ACCESS ROAD

1.1 mile to bluff	\$ 620,000
.6 mile over swamp	580,000
D-1 surface 1.7 mile	<u>100,000</u>
Total	<u>\$1,300,000</u>

III. Engineering & Contingency \$ 150,000

Section 26

Project: Development of Tourism-Related Facilities at State Hatcheries

Location: See attached material.

Amount: \$167,400

Description: See attached material.

FRED Division Draft Tourism/Recreation Development Proposal

FRED Division hatcheries have been contributing, in some cases greatly, to the tourism activities in their areas. Deer Mountain Hatchery in Ketchikan has been visited by between 130 and 160 thousand summer visitors to the Ketchikan area for the past three years. These visitors are predominantly out-of-state tourist from the many tour ships which dock in Ketchikan. Most of the Ketchikan visitors take a "walking tour" of the city which includes a stop at the hatchery. Elmendorf Hatchery in Anchorage has set up a viewing area of falls and ladder area at the hatchery that attracts some thirty thousand tourists annually. Other FRED facilities such as Klawock, Big Lake, Ft. Richardson and Crooked Creek have been attracting visitors and as such are becoming recognized in their areas, not only for their fish production, but also for their impact or potential impact on local tourist trade.

FRED Division, in attempting to adhere to legislative intent to find alternative funding strategies for operation of its hatchery facilities, has been devising ways of using tourism to add to program receipts for hatchery funding. In some hatcheries, particularly Deer Mountain, Elmendorf, Big Lake, and Crooked Creek, the potential for supplementing hatchery operations is very good. There are several basic needs at each facility at which tourism impacts are thought to be good. First there needs to be something for the visitors to see. Fortunately the tourism season generally coincides with the return of adult salmon which, of course, are the major attraction. Each facility needs a self guiding tour complete with adequate access, explanatory signs, and ancillary exhibits such as aquaria and/or ponds for close visitor approach to salmon juveniles and and/or adults as available. There is a need to be able to show visitors the "sights" of the facility without their actually entering the facility because of potential for transfer of disease, stress to fish populations in the hatchery, and interference with work within the facility. The visitor season also coincides with the busy season of juvenile release, adult returns and egg takes. A final need, which may vary from hatchery to hatchery, is that of trained personnel to act as guides and interpreters at each site. If an adequate self guiding facility is in place, there may be no need for a guide if visitor numbers are relatively small. With larger crowds, a guide may become essential. Again because hatchery personnel are at the busiest, this role is a difficult one for them.

January 27, 1988

Plans for basic self guiding presentations have been made with costs as follows:

Crooked Creek Hatchery	\$22,000
Ft. Richardson Hatchery	\$25,000
Elmendorf Hatchery	\$37,200
Big Lake Hatchery	\$25,200
Deer Mountain Hatchery	\$32,000
Klawock Hatchery	\$26,000

With these presentations in place, FRED facilities would become much more able to show the many visitors they are already attracting the salmon hatchery story effectively and would undoubtedly become much greater attractions.

STATE OF ALASKA

DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX 3-2000
JUNEAU, ALASKA 99802-2000
PHONE: (907) 465-4100

February 2, 1988

The Honorable Kay Brown
Alaska State Legislature
P. O. Box V
Juneau, AK 99811

Dear Representative Brown:

Listed below, please find budgetary details of the six state hatchery projects that have been proposed for inclusion in your tourism/recreational development bill your office is considering. As Dr. Johnny Holland of the Fisheries Rehabilitation, Enhancement and Development (FRED) Division staff reported to your committee on January 28, the amounts listed are the FRED Division hatchery managers' estimates of their needs to provide basic access, interpretive displays and signs for visitors. We are very pleased by the interest and support you have afforded the proposal.

The Big Lake Hatchery, located near Wasilla, has a plan for a self-guided tour that will form a loop around the hatchery. The following items are proposed:

<u>Item</u>	<u>Cost</u>
Boardwalk	\$2,800
Bridge	3,200
Sidewalk	3,250
Signs/Displays	5,000
Wheelchair ramps	4,800
Brochures	500
Portable displays	2,000
Picnic tables	650
Display room	<u>3,000</u>
TOTAL	\$25,200

The Fort Richardson Hatchery in Anchorage has the following proposed items:

<u>Item</u>	<u>Cost</u>
Landscaping	\$5,000
Road	5,000
Visitors' kiosk and displays	<u>15,000</u>
TOTAL	\$25,000

The Elmendorf Hatchery in Anchorage has the following needs:

<u>Item</u>	<u>Cost</u>
Viewing platform	\$17,000
Interpretive signs	12,000
Stairway	<u>8,000</u>
TOTAL	\$37,000

The Crooked Creek Hatchery near Soldotna has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Parking lot and fencing	5,000
Viewing bridge at weir	5,000
Foot paths and inter- pretive signs	<u>10,000</u>
TOTAL	\$22,000

The Deer Mountain Hatchery in Ketchikan has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Interpretive signs	10,000
Audio/visual displays	12,000
Display aquaria	6,000
Wheelchair ramp	<u>2,000</u>
TOTAL	\$32,000

The Honorable Kay Brown

February 3, 1988

The Klawock Hatchery near the community of Klawock on Prince of Wales Island has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$1,000
Visitor kiosk	12,000
Interpretive displays	8,000
Foot paths and signs	<u>5,000</u>
TOTAL	\$26,000

If additional information is needed, please contact Dr. Johnny Holland in the FRED Division's Headquarters Office at 465-4160.

Thank you for your interest in the FRED Division's tourist program.

Sincerely,

Don W. Collinsworth
Don W. Collinsworth
Commissioner

cc: Johnny Holland

MEMORANDUM

State of Alaska

TO: Tom Krom, Chief of Operations
Division of Fisheries Rehabilitation
Enhancement and Development
Department of Fish and Game

DATE: January 7, 1988

FILE NO:

TELEPHONE NO:

THRU:

SUBJECT: Fish Hatchery Site
Visitation

FROM: Mary B. Klugherz, Marketing Coordinator
Division of Tourism
Department of Commerce &
Economic Development

MK

RECEIVED

JAN 12 1988

FRED:
ANCHORAGE REGIONAL OFFICE

The purpose of this memo is to outline my preliminary observations and identify issues regarding the development of Crooked Creek Fish Hatchery and Elmendorf Fish Hatchery as revenue generating visitor facilities. These comments are based upon my discussions with you, Tim McDaniel and your staff at both these facilities, and my site visitation the week of December 14.

Overview

The Legislature has put intent language on your division's budget to work with the Division of Tourism to begin developing the potential for generating tourist receipts within the state hatchery program. Since many of the state operated hatcheries already receive many thousands of visitors each year, both resident and nonresident, program receipts generated as the result of a fee charged could represent several thousand dollars. In addition, these hatcheries are not marketing themselves as visitor facilities, yet are still attracting substantial numbers of visitors, particularly those on the highway system. It is within the realm of possibility that visitation of selected sites could increase dramatically with some basic marketing efforts. However, marketing these sites should not occur until basic visitor amenities are provided at these sites. The question then becomes, which sites should be targeted for potential development and what will be the cost for the development. In addition, how does your division collect fees both before and after development.

In our discussions, we reviewed the location and facilities of the state operated hatcheries and agreed to concentrate on those facilities on the

P. O. Box 2385
Palmer, Alaska 99645

February 16, 1988

Rep. Kay Brown
Alaska State Legislature
P. O. Box V (MS 3100)
Juneau, Alaska 99811

Dear Representative Brown:

Private enterprise has completed a new boat launch and parking area on the Susitna River about 14 miles north of Willow, near Mile 86 of the Parks Highway called The Bluffs Boat Launch.

The Bluffs Boat Launch has the capacity to handle over two hundred boats per day. At present, we are at about 10% of that capacity.

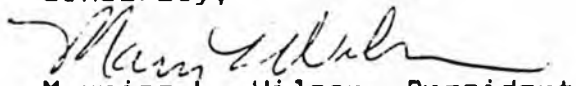
I find it extremely distressing to read that the Matanuska Susitna Borough Capital Projects Priority List wants \$2-million of public funds to build a competing facility at Willow. Hearing this, I offered to sell the Bluffs Boat Launch and parking areas to the Borough for \$200,000. The Borough said no thanks! The Borough currently owns 1/2 mile of river frontage (80 acres) adjacent to the boat launch area. By purchasing the Bluffs Boat Launch the Borough would gain access to their land along the Susitna River.

It will be impossible for the Bluffs Boat Launch to continue in private enterprise, much less to add our planned camping units, with the threat of competing State projects.

I now make the same offer to the State of Alaska. The price includes the 15-acre site on 1200 feet of Susitna River frontage, the borough-standard access road, and a completed parking facility for 300 vehicles and boat trailers. If the State does not accept my offer, they should have a policy on competing with private enterprise.

If you would like additional information, please contact me at P. O. Box 2385, Palmer, Alaska 99645.

Sincerely,


Maurice L. Wilson, President
THE BLUFFS BOAT LAUNCH, INC.

:CM

Section 31

Project: City of Nome/Tourism Related Improvements

Location: Nome

Amount: \$160,400

Description: See attached material.