

LEGISLATIVE FINANCE-HOUSE / SENATE FINANCE COMM. FILES 8879

HB 154 cont. 473

64

STATE OF ALASKA

DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

ALASKA DIVISION OF EMERGENCY SERVICES

DM + VA
STEVE COWPER, GOVERNOR

3501 E. BOGARD RD.
WASILLA, AK 99887
PHONE: (907) 249-1370
(907) 376-2337

March 3, 1989

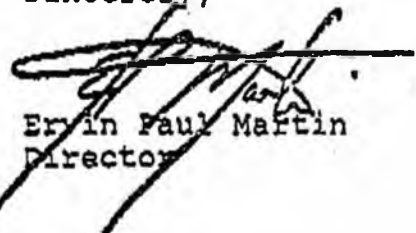
The Honorable Ron Larson
Co-Chairman, House Finance Committee
Alaska House of Representatives
P.O. Box V, MS 3100
Juneau, AK 99811

Dear Representative Larson:

In my role as Chairman of the Natural Hazard Safety Council, I am conveying Resolution No. 1 which was unanimously passed by the Council on February 23, 1989. The Resolution supports the Governor's request for full funding of the State of Alaska Earthquake and Volcano Monitoring Program as it appears in Section 47 of House Bill No. 154 and page 69 of the "short-form" of the Governor's FY 90 Budget Request.

The eleven-member Natural Hazard Safety Council has been established under the Department of Military and Veterans Affairs and it is composed of representatives of the private and public sectors. One of the roles of the Council is to serve as an advisor to the Adjutant General, the Legislature and the Governor on matters of warnings, preparedness and mitigation for earthquakes, volcanos, tsunamis, floods, avalanche (and other slides), weather related storms and other natural hazards. Since many hazards are inter-related, the Council takes a multi-hazard approach.

Sincerely,



Erin Paul Martin
Director

Enclosure: as stated

cc: House Finance Committee:

Lyman Hoffman, Co-Chairman
C. E. Swackhammer, Vice Chairman
Kay Brown, Member
Niilo Koponen, Member
Fran Ulmer, Member
F. Kay Wallis, Member
Ramona Barnes, Member
Randy Phillips, Member

Page 2
March 3, 1989

House Finance Committee (Cont.):

Steve Rieger, Member
Richard Schultz, Member

Others:

Senator Steve Frank
Representative Mike Davis
MG John W. Schaeffer, The Adjutant General, DMVA
Mike Irwin, Governor's Special Assistant
Dr. Syun Akasofu, Dir. Geophysical Institute
Dr. John Davies, State Seismologist

STATE OF ALASKA

DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

NATURAL HAZARDS SAFETY COUNCIL

Resolution No. 1

Council Meeting of February 23, 1989

Supporting Full Funding of the State of Alaska
Earthquake and Volcano Monitoring Project

WHEREAS, Alaska contains one of the most active earthquake and volcano belts in the world; and

WHEREAS, great earthquakes, with magnitude 8 or larger, are forecast for the Yakataga and Shumagin Islands regions; and

WHEREAS, large earthquakes, with magnitude 7 or larger, can strike the highly populated areas of Alaska at any time; and

WHEREAS, over two thirds of the population of Alaska is exposed to the dangers of an explosive volcanic eruption; and

WHEREAS, we cannot prevent earthquakes and volcanic eruptions from occurring, but we can significantly reduce the risk they pose to life and property by prudently preparing for their effects; and

WHEREAS, an essential part of earthquake and volcano preparedness is a seismological program for monitoring and understanding earthquakes and volcanos in Alaska which includes the operation of a statewide network of seismograph stations; and

WHEREAS, the operation of the statewide seismic network is clearly cost effective since it saves Alaskans much more than it costs to operate in reduced construction costs and unnecessary risk, and since it is a key element in attracting federal research dollars to Alaska which presently amount to twice the annual operating cost of the network;

NOW, THEREFORE BE IT RESOLVED THAT the Natural Hazards Safety Council strongly supports the Governor's request for full funding of the State of Alaska Earthquake and Volcano Monitoring Program as it appears in Section 47 of House Bill No. 154 and page 69 of the "short-form" of the Governor's FY 90 Budget Request.

Approved
DNR

**M E M O R A N D U M
DEPARTMENT OF NATURAL RESOURCES**

**STATE OF ALASKA
DIVISION OF MANAGEMENT**

Alison Elgee, Director
OMB - Budget Review
Office of the Governor

March 23, 1989

8-102-5

465-2406

Sharon Barton
Sharon Barton
Director

ADN 1094066 - RP Type IV
DNR - Agriculture Mgmt
Authority to Receive and
Expend ARLF Funds

The Department of Natural Resources requests authorization to receive and expend \$28,000 in Agriculture Reserve Loan Fund (ARLF) in the Agriculture Management BRU and Component. The funds would be available from the loan fund.

The ARLF funds would be used to complete the sewage pre treatment facility at the Mount McKinley Meat and Sausage Plant in Palmer. The plant is owned by the ARLF after acquisition at a foreclosure sale in 1986. The Department of Corrections Prison Industries Program is leasing the facility from the ARLF. In 1987 and 1988 the City of Palmer required that a sewage pre treatment facility be constructed at the plant to meet their quality standards. The Division of Agriculture, ARLF currently has a Reimbursable Services Agreement (RSA) with the Division of Parks, Design and Construction unit to complete the facility. The RSA was approved for \$100,000. But the results of the bid process for construction and additional testing requirements by the City require additional funds to complete the project.

The funds will not supplant general funds and will not obligate the state to spend additional general funds. An AKSAS document will be submitted to OMB upon approval by LB&A. Please contact Gary Kostenko at 465-2424 if there any further questions.

cc: Lennie Gorsuch, Commissioner
Rod Swope, Deputy Commissioner
Tom Hawkins, Assistant Commissioner
Frank Mielke, Director, Agriculture Management
Gary Kostenko, Budget Analyst, DNR

RECEIVED
MAR 28

BUDGET REVIEW

DNR

MEMORANDUM
Department of Natural Resources

STATE OF ALASKA
Office of the Commissioner

Alison Elgee, Director
Division of Budget Review
Office of Management and Budget

March 21, 1989

465-2400

Lennie Forsyth
Commissioner

FY 1989 Supplemental
revision

The Department of Natural Resources in its FY 1989 Supplemental request included \$ 16,623.85 for miscellaneous claims; this amount is no longer required as additional FY 1988 lapse monies have been identified to cover these expenditures.

At the time of the original request the Agency's FY 1988 lapse was insufficient to cover payment of the FY 1988 invoices. Most of the available FY 1988 lapse was encumbered to pay for the DOT/PF vehicle cost. We recently completed our research of the DOT/PF vehicles billings and released sufficient funding out of the FY 1988 encumbrances to cover the miscellaneous claims.

If you have any questions please contact Gary Kostenko or Nico Bus at 465-2406.

cc Rod Swope, Deputy Commissioner
Tom Hawkins, Assistant Commissioner
Sharon Barton, Director, Division of Management
Neil Johannsen, Director, Division of Parks
Bob Dick, Director, Division of Forestry
Gary Kostenko, Budget Analyst, DNR

approved

MEMORANDUM
Department of Natural Resources

STATE OF ALASKA
Office of the Commissioner

Allison Elgee, Director
Division of Budget Review
Office of Management and Budget

March 8, 1989

465-2400

Lennie Gorsuch
Commissioner

FY 1989 Supplemental
Fire Suppression

The Department of Natural Resources requests a Supplemental Appropriation in the amount \$2.1 million in Federal Receipt authority for its FY 1989 Fire Suppression activity. The Supplemental will be used to pay the Bureau of Land Management (BLM) and the U.S. Forest Service as reimbursement for their crews fighting fires on State land. We, in turn, will bill the BLM for roughly \$3.5 million, and the U.S. Forest Service \$1.5 million for our crews fighting fires on their land in Alaska, as well as the lower Forty-Eight. Although the two billings are netting the State of Alaska roughly \$2.0 million in unrestricted receipts, the Supplemental is necessary to account for the total activities. Currently, the Fire Suppression appropriation of \$7.3 million will not be sufficient to post the payment transactions.

If you have any questions, please contact our Chief of Financial Services, Nico Bus, at 465-2406.

cc: **Rod Swope**
Deputy Commissioner

Tom Hawkins
Assistant to the Commissioner

Bob Dick, Director
Division of Forestry

Sharon Barton, Director
Division of Management

RECEIVED
MAR 13

BUDGET REVIEW

* Sec. _____. (a) The sum of \$277,400 is appropriated from the general fund to the Department of Public Safety to meet increased demands on state agency operations for Fish and Wildlife, Fire Prevention, and State Trooper Enforcement directly relating to the Exxon Valdez oil spill.

(b) The unexpended and unobligated portion of the appropriation made by this section lapses February 15, 1990.

MEMORANDUM

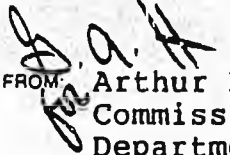
State of Alaska

TO: Alison Elgee, Director
Division of Budget Review
Office of Management & Budget

DATE: April 14, 1989

FILE NO: jnr/366

TELEPHONE NO: 465-4322

FROM:  Arthur English
Commissioner
Department of Public Safety

SUBJECT: FY 89 Supplemental
Valdez Oil Spill Costs

The Department of Public Safety requests an FY 89 Supplemental Appropriation of \$ 217.2 to cover the departmental expenses that have been incurred and will be incurring through the balance of FY 89. These costs are directly related to the Valdez Oil Spill. The funding is to be distributed to the Division of Fish & Wildlife Protection, the Division of Fire Prevention, and the Division of Alaska State Troopers as follows:

I) Division of Fish & Wildlife Protection: \$ 69.5

A) Enforcement & ISU Component:
Personal Services \$ 23.6

B) Aircraft Component:
Contractual Svcs \$.9

C) Marine Enforcement Component:
Personal Services \$ 25.7
Contractual Svcs 19.3
Total \$ 45.0

II) Division of Fire Prevention: \$ 3.5

A) Fire Prevention Operations Component:
Personal Services \$ 2.0
Travel & Per Diem 1.5
Total \$ 3.5

III) Division of Alaska State Troopers: \$ 144.2

A) Detachment Component:
Personal Services \$ 64.3
Travel & Per Diem 40.9
Total \$105.2

B) Criminal Investigation Bureau Component:
Personal Services \$ 25.3
Travel & Per Diem 13.7
Total \$ 39.0

Attached are memorandums received from division Director's which explain in greater detail their efforts placed on this unfortunate situation.

Should you have any questions or concerns, please contact my Administrative Services Director, Ken Bischoff, at 465-4336. Your assistance in this matter is appreciated.

Attachments

CC: Colonel Robert Jent, Director
Division of Alaska State Troopers

Colonel Jack Jordan, Director
Division of Fish & Wildlife Protection

Sam Neal, Director
Director of Fire Prevention

Budget File

MEMORANDUM

State of Alaska

Kenneth Bischoff
to Director
Administrative Services
Juneau

April 14, 1989

DATE:

FILE NO:
269-5682

TELEPHONE NO:
FY89 & 90 Valdez
SUBJECT: Oil Spill Costs

FROM Captain Conrad Seibel
Operations Commander
Fish & Wildlife Protection
Anchorage

This memo is to address your request for input on Fish & Wildlife Protection's need for supplemental funding for FY89 and FY90. Manpower is, basically, the only costs incurred by the division in the efforts for the oil spill. The manpower to date is based on total hours (straight time and overtime).

Trooper Mike Fox - Valdez

3/24/89 through present - 235.5 hours

Sergeant Roy Vanderpool - Cordova (Supercub)

3/28/89 through 4/14 - 49 hours

Trooper Jim Cavin - Cordova (P/V Burton)

3/28/89 through 4/4 - 111 hours

Trooper Bruce Lester - Seward (P/V Burton)

3/28/89 through 3/31 - 80.5 hours

Trooper Greg Hamm - Cordova (P/V Burton)

4/4/89 through 4/11 - 104 hours

4/14 through ?

FWE0 Frank Bell - Cordova (P/V Burton)

4/3/89 through 4/15 - 133 hours

P/V Vigilant - escort of "Exxon Valdez" to Naked Island

4/4/89 through 4/8/89

Corporal Dean Layton - 66 hours

Trooper Dan Culbertson - 66 hours

ABO Eggerman - 59 hours

ABO Steele - 59 hours

Engineer Stenglein - 59 hours

Projected salaries to date: \$33,691

April 14, 1989

For additional consideration is the equipment used in our divisional efforts.

Projected vessel operating costs: \$12,328

P/V Burton - 3/28/89 through present, 18 days x \$414/day = \$7,452

P/V Vigilant - 4/4/89 through 4/8/89, 4 days x \$1,219/day = \$4,876

Projected aircraft operating costs: \$878

Supercub, Cordova - 3/28/89 through present, 13.1 x \$67/hr. = \$878

Year-to-Date Costs: \$46,897

Future plans involve 7 to 10 additional days for the P/V Burton sailing the Sound to wire shrimp pots open, contact fishermen references pots and spill impact. On 4/17 or 4/18, plans are being made for the P/V Burton to coordinate security efforts with Purcell security for cleanup crews in several areas in protection of potential bear problems. This includes enforcing the taking or defense of life and property regulations.

Potential use of the P/V Burton by the Department of Environmental Conservation for 5 to 7 days for three of their scientists.

In summary, we are planning a maximum of 17 days for a crew of two:

P/V Burton crew of two for 17 days straight = \$11,164 (1 Trp. & 1 FWEO)
or 15,500 (2 Troopers)

P/V Burton operating costs, 17 days @ \$414.00 per day = \$7,038

Future FY89 Costs: \$18,202 - 22,538

This can change dramatically; however, if support needs or security efforts are required and we should not be locked into this forecast. We have other areas on standby which may incur costs if the spill enters into critical regions.

The above costs are in direct relation to the oil spill and should be considered as reimbursable by Exxon. However, this division would have been impacted more if the oil spill did not occur. Our seasonal hires and sea pay costs have decreased due to the closure of the herring fishery in addition to the P/V Caution not being utilized with the closure. Thus we are forecasting less premium pay requirements with the oil spill. FY90 costs are unknown at this time but should have minimal impact if we proceed as planned.

In closing, the Valdez oil spill has had a impact on our enforcement efforts and their associated expenses but the majority of costs would have been incurred only under different circumstances, fisheries instead of oil spills.

cc: Colonel Jordan
Captain Gilson
Karen Allam

FY89

Ken Bischoff
Director
Administrative Services

April 19, 1989

269-5691

Sylvester (Sam) Neal
Director
Division of Fire Prevention

Valdez Oil Spill
Support Plan

Due to the severe impact on the City of Valdez, which is not staffed in the area of fire prevention and fire/life safety Code enforcement to cope with the impact of emergency clean-up personnel housing needs, office and incident command center, needs of State and federal agencies, the State Fire Marshals office has to assume a more aggressive and proactive role under the authority of my office.

The volume of temporary or emergency housing units and office units being delivered to Valdez and other communities for setup poses serious fire/life safety problems of a substantial magnitude, which requires coordination of plan reviews by the Division of Fire Protection Engineer, and Deputy Fire Marshals for on site inspections.

The two pronged review and enforcement is required to prevent illegal structures from being setup, which in turn become serious fire hazards as sleeping quarters of 24 hour office command/control centers.

Public information articles are being circulated through the news media to work with the contractors who are setting up the housing camps and offices in order to put the structures in safely and legally at the onset.

Additionally, Deputy Fire Marshals must make on site inspections to ensure that the structures are setup as approved. In order to prevent the tragedy of fire throughout all of Valdez and the other communities designated as staging or work areas.

Personnel will be required to travel to Valdez as well as the other communities, which have been impacted by the oil spill, and in which temporary housing and offices are needed.

FISCAL NOTE

This is a minimum fiscal note, which could move upward as communities beyond Valdez are impacted by temporary housing or office units.

\$173.00 Four (4) round trip air fares Valdez	\$ 692.00
\$ 80.00 Per Diem for ten days (10)	<u>\$ 800.00</u>
	\$1,492.00
Deputy Fire Marshal salary for ten days (10)	<u>\$2,000.00</u>
Minimum Impact	<u>\$3,500.00</u>

MEMORANDUM

State of Alaska

to: Arthur English
Commissioner
Department of Public Safety

DATE: April 10, 1989

FILE NO:

TELEPHONE NO: 269-5641

FROM: Colonel Robert E. Jent
Director
Alaska State Troopers

SUBJECT: Valdez Oil Spill
Expenditure Plan

The Division of Alaska State Troopers has responded to the Valdez Oil Spill disaster by increasing the number of law enforcement officers in Valdez in order to investigate the cause of the accident and to provide general law enforcement efforts to the temporarily expanded population.

Provision of these services has caused an unanticipated burden upon the budget of the Division. These expenditures are unavoidable and clearly beyond the normal activities of the Division. Spending will be kept to a minimum where possible, but costs are anticipated to increase in the areas of personal services, travel and per diem, equipment usage (contractual), and supplies. Expected expenditures in each of these categories are discussed below:

A. PERSONAL SERVICES

1. Enforcement: The oil spill has caused an influx of people into the Valdez area, they are looking for jobs, or they are protesting the oil companies handling of the cleanup. Prior to the oil spill AST had only one trooper assigned to that area. Since that time, it has been necessary to send additional support to assist the Valdez trooper.
2. Investigative: AST has assigned four commissioned troopers to handle the investigation into criminal charges involving the grounding of the Exxon Valdez. This has required investigators to be sent from the Anchorage Director's Office, Anchorage CIB, and Palmer investigations. Investigation includes constant contact with the Valdez Police Department, the District Attorney's Office, the U.S. Coast Guard, Exxon, Alyeska Pipeline, and local residents in the area. This contact has not only been casual, but has consisted of extensive interviews.
3. Clerical/Administrative: Clerical assistance has been required to handle the transcribing of interviews collected from the investigators. This has required additional clerical support throughout the department. AST has solicited support from FWP, Administrative Services, and Fire Prevention. These clerical duties are over and above the normal routine tasks assigned to these individuals.

Commissioner English
April 10, 1989
Page 2

4. Dispatch: Dispatchers from Anchorage, Soldotna, and Fairbanks have been sent to assist the Division of Emergency Services. Their purpose will be to provide dispatching, typing, and sending messages, and to assist in any other clerical function needed in the Valdez area, due to the heavy workload placed on the personnel and area with the oil spill.

Overtime hours have been expended in all categories. Commissioned personnel have been indicating case #89-20572 on their activity report. Overtime hours expended by the clerical staff is indicated on their time sheet using collo code 12-62-1-243.

B. EQUIPMENT

1. Transportation: Additional transportation equipment may be necessary to assist in the enforcement and/or investigative activities of AST. This could include not only land transportation, but air as well. Air transportation could include efforts to check the progress of the oil spill's route pertaining to washing inland, or boarding one of the vessels located in the Prince William Sound area. This could include chartering additional air transportation in addition to the department's fleet already assigned to that area.
2. Investigative/Enforcement: Equipment may be required to assist the investigative and enforcement personnel located in Valdez. This may include cameras and similar tools required by the commissioned personnel.
3. Administrative: Additional equipment may be needed to assist the enforcement, investigative, and clerical staff. Equipment has been required to handle the additional clerical staff that has been pulled to assist in the transcribing. Clerical personnel have been pulled from various other duties during this time period, and therefore, have not had the required equipment to handle transcribing of interviews.

C. SUPPLIES

1. Supplies have been required not only in the Valdez area, but in the Anchorage area, for department personnel. Normal office supplies have been required to support the investigative and clerical staff. Most items have not been in stock and have had to be ordered. These items include: pens, pencils, film, cassette tapes, computer discs, etc.

Commissioner English
April 10, 1989
Page 3

2. Film processing will be required for investigative purposes. This processing will either be handled out of the Anchorage Headquarters or the Valdez local area.
3. Shipping will be required on all supplies taken to the Valdez area. Investigators will be taking commercial airlines and the excess supplies that will be required will be shipped by air freight. Shipment of supplies will be to and from the Valdez area. Expenses could be accrued with local air freight services, or the local postal services.

D. TRAVEL/PER DIEM:

1. TA's and TR's will be issued using the AST code 12-62-1-243. Travel has been required for the investigative staff to process the interviews in the Valdez area, and the additional enforcement personnel sent to these areas. The investigative team has been required to return to the Anchorage area every 4 to 5 days to process reports and to take their RDO's. The availability of housing in the area has made it extremely difficult to house our personnel. Per diem has been given to the personnel assigned to the Valdez area. A possibility could exist that actual expenses will have to be issued to the personnel with the increase in the lodging expenses in the area.

Travel may be required to check the progress of the oil spill, either in Valdez or in the Prince William Sound area. Travel will also be anticipated on the peninsula to check the areas for the direction of the spill or any damage done to the area.

Other expenditures may be necessary at a later date. Approval for these invoices will only be authorized by Major McConnaughey, Lana Hobson, Frank Allan, or myself.

cc: Ken Bischoff
Major Terry McConnaughey
Lana Hobson
Frank Allan

Division of Alaska State Troopers
 Valdez Oil Spill
 Unbudgeted Personal Services And Travel Costs
 FY 89 Estimate

A) PERSONAL SERVICES:

1) Investigators:

Sergeants:

Stockard - 1 month + O/T	\$ 5.2
McGhee - 1 month + O/T	5.2
Schadle - .5 month	3.1

subtotal 13.5

Troopers:

Burke - 1 month + O/T	4.8
Grimes - 1 month + O/T	4.2
Stickler - 1 month + O/T	5.0
Storey - 1 month + O/T	5.2
McMillon - 1 month + O/T	5.4
Crawford - 1 month + O/T	5.5

subtotal 30.1

2) Dispatchers:

Radio Dispatcher III	
Speerstra - 2 months + O/T	11.6
Radio Dispatcher II	
Austin - 2 months + O/T	11.0
Kimsley - 2 months + O/T	8.9

subtotal 19.9

3) Uniformed Trooper:

Not yet assigned - June 1 x 76F	7.1
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4) Clerical Premium Pay:

Typing support 210 hrs @ 34	7.4
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Total Personal Services Estimate	<u>89.6</u>
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B) TRAVEL & PER DIEM

Airfare 24 round trips -	
Anchorage to Valdez @ 173 per	4.2

630 days @ \$ 80 per	50.4
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Total Travel & Per Diem	<u>54.6</u>
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Total FY 89 Estimate	<u>144.2</u>
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Division of Alaska State Troopers
Valdez Oil Spill
Unbudgeted Personal Services And Travel Costs
FY 89 Estimate
BRU & Component Spread of Costs

A) Alaska State Troopers BRU / Detachments Component

(1) Personal Services	\$ 64.3
(2) Travel & Per Diem	40.9
Component Total	<u>105.2</u>

B) Alaska State Troopers BRU /
Criminal Investigation Bureau Component

(1) Personal Services	25.3
(2) Travel & Per Diem	13.7
Component Total	<u>39.0</u>

BRU Total	<u>\$ 144.2</u>
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MEMORANDUM

State of Alaska

TO: Alison Elgee, Director
Division of Budget Review
Office of Management and Budget
Office of the Governor

DATE: April 14, 1989

FILE NO:

TELEPHONE NO: 465-43

A. H.
FROM: Arthur English, Commissioner
Department of Public Safety

SUBJECT: FY 90 Budget
Amendment #90-8
Valdez Oil Spill

The Department of Public Safety requests a FY 90 Budget Amendment to temporarily place an additional uniformed State Trooper in Valdez to provide basic law enforcement services to the expanded population of the City of Valdez. This amendment requests funding for the position for six months. This request is not for an additional position. Personal Services Underfunding will force the Division of Alaska State Troopers to keep several commissioned positions vacant all of FY 90. An existing position that would otherwise have been kept vacant due to lack of funding will be temporarily assigned to Valdez for the six months that is anticipated to require additional law enforcement coverage.

Detachments Component	Governor's Amended Budget	Budget Amendment	Governor's Budget
Personal Services	\$21,818.3	42.7	\$21,861.0
Travel	683.3	9.1	692.4
Contractual	3,094.9	5.4	3100.3
Supplies	306.4	3.0	309.4
Equipment	27.5		27.5
Grants	100.0		100.0
Total	<u>26,030.4</u>	<u>60.2</u>	<u>26,090.6</u>

* includes Budget Amendments #90-3 and #90-7

Department of Public Safety
Division of Alaska State Troopers
Valdez Oil Spill
Six Month Position Cost

Personal Services

State Trooper 76F - 6 months
with 60 hours overtime \$ 42.7

Travel

182 days at Long term per diem
rate of \$ 50 per day 9.1

Contractual

Vehicle cost 152P Class
\$ 61 per month 6 x 61 = 366
\$.38 per mi x 2,200 per mo = 5,016
subtotal 5.4

Supplies

Miscellaneous office and
operating supplies 3.0

Total \$ 60.2

INCREMENT/DECREMENT DESCRIPTION

(Limit to 98 Characters)

Valdez Oil Spill-AST response

AGENCY CONTACT/PHONE NUMBER:

Kenneth E Bischoff 465-4336

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

The Department of Public Safety requests a FY 90 Budget Amendment to temporarily place an additional uniformed State Trooper in Valdez to provide basic law enforcement services to the expanded population of the City of Valdez. This amendment requests funding for the position for six months. This request is not for an additional position. Personal Services Underfunding will force the Division of Alaska State Troopers to keep several commissioned positions vacant all of FY 90. An existing position that would otherwise have been kept vacant due to lack of funding will be temporarily assigned to Valdez for the six months that is anticipated to require additional law enforcement coverage.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ.	GOV'S REQ.
71000	Personal Services	42.7	
72090	Travel	9.1	
73000	Contractual Services	5.4	
74000	Supplies	3.0	
75000	Equipment		
76000	Lands, Buildings, Etc.		
77000	Grants, Claims, Etc.		
78000	Miscellaneous		
TOTAL		60.2	
I-A Transfer (NON-ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	60.2	
1005	Program Receipts/GF		
1007	I-A Receipts		
POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months		

Enhance Existing Service Compared to FY 89

New Service Compared to FY 89

Continuation of FY 89 Service Level

Formula Program

New Facility Operations

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter _____ SLA _____ Page/Line _____

INCREMENT/DECREMENT REQUEST
 CS _____
 Agency Priority _____ of _____

AGENCY _____ Department of Public Safety
BRU _____ Alaska State Troopers
COMPONENT _____ Detachments

FY 90

Page _____ of _____
 Revised Date: _____

AMENDMENTS

CSHB 154 (FIN

DPS

* Sec. The sum of \$198,500 is appropriated from the general fund to the Department of Public Safety, Violent Crimes Compensation Board, for the payment of claims for the fiscal year ending June 30, 1989.

* Sec. The sum of \$85,000 is appropriated from the general fund to the Department of Public Safety to pay increased prisoner transportation costs associated with the opening of the Spring Creek Correctional Center for the fiscal year ending June 30, 1989.

Department of Public Safety
FY 89 Supplemental Request Status
(as of 3/29/89)

Items included within CS For House Bill 154 (Finance)," An act making miscellaneous supplemental appropriations for the 1989 fiscal year and -----." , for the department are as follows:

Section 28 Pg 5 Ln 19; \$ 5,253 -----Miscellaneous Claims

Items submitted by the department pending Legislative action are as follows:

- 1) The sum of \$198,500 for the Department of Public Safety, Violent Crimes Compensation Board, for payment of claims for the fiscal year ending June 30, 1989.
- 2) The sum of \$ 85,000 for the Department of Public Safety to pay increased prisoner transportation costs associated with the opening of the Spring Creek Correctional Center for the fiscal year ending June 30, 1989.
- 3) The sum of \$460,812 for the Department of Public Safety, Division of Alaska State Troopers, for increased personal services costs associated with Public Safety Employees Association (PSEA) salary range and bargaining unit cost increases in the Court Services Officer (CSO) classification.

Additionally, items pending Legislative action for other agencies which the department has a financial interest in are:

- 1) The sum of \$ 21,796.900 for the Office of the Governor to pay for increases in the costs of state health benefits.

AMENDMENT TO HB154(FIN)

BY ULMER

SEC. _____. The amount of \$800,000 is appropriated from the general fund to the Department of Transportation and Public Facilities, Alaska Marine Highways System, for vessel operation for the fiscal year ending June 30, 1989.

The effect of the amendment is to reduce the appropriation requested in Amendment #1 for Marine Highway Transportation system by \$200,000. (Reduce from \$1,000,000 to \$800,000)

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Alison Elgee, Director
Division of Budget Review
Office of Management & Budget

DATE: April 5, 1989

FILE NO:

TELEPHONE NO: 465-3900

FROM: Mark S. Hickey
Commissioner

SUBJECT: Supplemental

SUMMARY

The Department of Transportation and Public Facilities, Alaska Marine Highway System (AMHS), requests your assistance in obtaining a supplemental appropriation in the amount of \$1,000,000 for the current fiscal year to cover costs incurred which could not be avoided without severe disruption of ferry service to the public.

Our initial response to this financial situation was to 1) postpone scheduled increases to spring service (specifically to lay-up the AURORA and 2) to submit this supplemental request.

The \$1,000,000 supplemental request may be lowered by an amount not yet determined due to our response to the oil spill. The M/V AURORA and M/V BARTLETT were proposed to provide assistance in Valdez for oil cleanup. The involvement of the M/V BARTLETT was limited to a period of less than one week. The M/V AURORA is now in the Prince William Sound and scheduled to be used for one month on oil cleanup.

As of the writing of this supplemental we can only be sure that the charges for the two vessels will reduce the amount needed in the request. Our best current estimate is \$200,000 reduction for a net supplemental of \$800,000.

There are service reduction options that we have considered to reduce or make up for this shortfall that we will be forced to implement if no additional funds are made available. These options and their probable minimum savings are as follows:

- 1) M/V COLUMBIA to remain tied up until after July 1 \$270.0
- 2) One of the 235' feeder vessels (LeCONTE or AURORA) to be tied up with the remaining vessel to remain on the "winter panhandle" routing until after July 1 \$240.0
- 3) M/V BARTLETT to be out of service when M/V TUSTUMENA comes back on line mid-April \$170.0
- 4) M/V MALASPINA to be out of service until after July 1 upon completion of annual overhaul \$160.0

BACKGROUND

The nature of the travel industry is such that schedules must be published and reservations taken well in advance of the time when the costs of providing the service will be incurred. Thus, at the point in the state fiscal year when financial difficulties with the operating budget become apparent commitments to the traveling public have already been made through the remainder of that fiscal year and into the next. We are currently projecting a year end deficit for the combined Southeast and Southwest Vessel components of approximately \$1,025.0 million. A slight surplus is projected for the combined shoreside components.

This deficit should be viewed in the context of the extreme variable nature of certain operational costs experienced by AMHS. The most volatile of the cost factors include vessel maintenance and overhaul, fuel, vessel crew vacation and sick leave and the need to meet increased service demand. As an example, the benchmark fuel price upon which our southeast fuel contract prices are determined has ranged from a low in August of 39.34 cents per gallon to the April cost of 64.61 cents. Based upon an annual consumption of approximately 7 million gallons in the Southeast system this can cause severe budgetary problems if accurate projections are not made, this item alone would allow for a budget swing of \$1,750,000. In the current budget year we are within our projections for these costs, although fuel prices continue to rise.

Crew's annual and sick leave consumption are important variable costs which are difficult to predict accurately. This is primarily due to the high levels of leave accrual in the maritime union contracts, which allow for a maximum annual accrual of 588 hours of annual leave and 180 hours of sick leave. This is the equivalent of over 18 weeks of leave a year. The annual consumption rate of the combined types of leave exceed 90% for all three maritime bargaining units. In fiscal year 1988 this consumption rate equalled \$5.4 million, 16.6% of the total personal services budget. Contrary to a typical employer, in most cases we are required to replace an employee on leave with a substitute to meet vessel manning requirements thereby doubling our cost for that position while on leave.

In the current fiscal year annual leave consumption levels in both the Southeast and Southwest systems are up by 7% and 16% respectively. Alternatively, sick leave, which is a smaller figure than annual leave, is down by 15% and by 46% in the Southeast and Southwest respectively, this results in direct personal service cost increase of \$90,000.

A third variable in operational costs is overhaul and maintenance. Ships are subject to deterioration due to the extreme conditions within which they operate. Corrosion and

other damage cannot always be foreseen prior to inspection in the shipyard. When damage is discovered during a vessel's annual overhaul, repairs must be made pursuant to U. S. Coast Guard and American Bureau of Shipping standards. An example of such an occurrence is the M/V TAKU and is discussed below. Our fleet is aging and these costs become a greater risk each year.

Finally, demand for the service the Alaska Marine Highway provides changes over time. While our primary mission is to provide basic transportation, we also must meet community needs and expanding markets often with the same vessel which must be scheduled to serve those basic needs. As an example, the Southeast feeder vessel, either the M/V LeCONTE or the M/V AURORA, is called upon to serve the entire Panhandle when the other is undergoing its annual overhaul. This single vessel must get the residents of Angoon to Sitka for Saturday shopping, the people of Prince of Wales Island to Ketchikan and back to Hollis, as well as traffic to Pelican once a month. In addition, it must move the people of Metlakatla back and forth to Ketchikan; the folks in Haines, Skagway and Juneau also must be carried between those communities.

In addition to basic transportation, AMHS has been pressed to seek new markets for its services and to help stimulate local economies. An example of this is that this past winter's "weekend" service between the Lynn Canal communities and Juneau. Given the schedule commitments of the vessels on line in the winter, the only alternative to provide this service was to use the AURORA/LeCONTE. In order to adjust the schedule to test this new market it was necessary to place the M/V CHILKAT on the Metlakatla-Ketchikan route. This benefited Haines, Skagway and Juneau but was also a benefit to Metlakatla and Ketchikan.

ANALYSIS OF SHORTFALL

With this preamble the following items constitute the basis upon which we request supplemental funding for fiscal year 1989.

- 1) Vessel Personal Services Costs \$540,000
 - a.) The largest component of this shortfall is associated with additional crew costs resulting from the need to keep the M/V TAKU in the shipyard for 10 weeks longer than scheduled, due to unplanned repairs to the vessel's controllable pitch propeller system. With the M/V TAKU unable to resume service as scheduled, it was necessary to continue to operate the M/V MATANUSKA in order to service Southeast Alaska from Prince Rupert. This was during the period when the M/V MATANUSKA was scheduled to be in reduced operating status, with her crew reduced from 51 to 11.

The calculated financial impact is as follows: Vessel
 Personal Services - M/V TAKU Schedule 74 days (10 1/2
 weeks of changed schedule.

AS SCHEDULED:

M/V TAKU - 42 Employees	
42 employees x 84 hr/wk x 10.5 wk x \$21.50/hr =	\$ 796,400
M/V MATANUSKA - 11 Employees	
11 employees x 42 hr/wk x 10.5 hr x \$21.50 =	\$ <u>104,300</u>
Sub Total as scheduled	\$ 900,700

ACTUAL:

M/V TAKU - 30 Employees	
30 employees x 42 hr/wk x 10.5 hr x \$21.50 =	\$ 284,500
M/V MATANUSKA - 51 Employees	
51 employees x 84 hr/wk x 10.5 hr x \$21.50 =	\$ <u>967,100</u>
Sub Total actual	\$1,251,600
Increase Cost Actual-Scheduled =	351,000
Rounded =	\$ 350,000

- b.) The second component of this cost is for personal services in the amount of \$80,000 associated with the operation of the M/V CHILKAT. The total estimated cost to operate this vessel was \$330,000. This amount was to be realized through mooring the M/V COLUMBIA in Seattle for the winter at a savings of \$100,000 and the exchange of surplus parts to suppliers for credit against future purchases in an amount estimated between \$200-\$300,000. While the former savings have been realized, the latter effort is not yet completed, nor can all of the savings now be expected to come within this current fiscal year.

Another savings has been gained through the generous consent of the people of Metlakatla to defray the \$60,000 cost of renting a barge to serve as the Chilkat dock this winter.

The personal service cost of the M/V CHILKAT is included in this component while the operation and maintenance cost is included in the following item 2b.

M/V COLUMBIA lay up (assumed)	\$100,000
Parts Credit (programmed @300k)	<u>10,000</u>
Savings	\$110,000

Expenses	\$ 80,600
Personal Services	<u>190,000</u>
Total Chilkat (per AKSAS)	270,600
Less Savings	<u>110,000</u>
Net Cost to Operate	160,600
Less Operation Expense	<u>80,600</u> (Requested under 2b)
Unfunded Personal Services cost	\$ 80,000

- c.) The third personal services cost component is an unfunded holiday at a cost to the system of \$110,000.
- 2) M/V TAKU maintenance cost overrun and M/V CHILKAT operations cost \$180,000.
- a.) The M/V TAKU was originally scheduled to be out of service from September 25 through November 22, 1988 for annual maintenance and overhaul. The projected budget figure for this work was \$421,400. As a result of unexpected problems with the variable pitch propellers this cost climbed to \$895,900. The system has been able to cover all but \$100,000 of this unexpected cost.

	M/V TAKU	
Expected:	\$213,667	contract
	107,715	open inspect change orders
	<u>100,000</u>	supplies
	\$421,382	total expected
Actual Costs	\$213,667	contract
	490,224	change orders
	<u>191,999</u>	supplies
	\$895,890	total actual
	<u>(375,856)</u>	less CIP funds
	\$520,034	total less CIP
	<u>421,382</u>	budget
	\$ 98,652	unfunded amount
	\$100,000	rounded

- b.) In addition to the M/V TAKU, part of the additional expenses in this category are attributable to the overhaul and operation of the M/V CHILKAT to render the service discussed above. This is estimated at \$80,600, rounded to \$80,000.
- 3) Per diem and travel for vessel employees \$200,000

The delay of the M/V TAKU in returning to service resulted in additional per diem payments for crew members who do not live in Ketchikan. In addition, the Coast Guard required projects for the installation of waste water treatment facilities deprived the system of the usual ability to utilize the vessels as hotel ships for the crew while they were in the shipyard. This added the additional cost of per diem paid to crew members. Combined with this was an increase in travel costs as a result of an increase in vacation leave in the S. W. System.

- 4) M/V MATANUSKA Cylinder Head Replacement \$80,000

When overhaul of the M/V MATANUSKA was undertaken it was discovered that there were several cracked cylinder heads. The manufacturer advised us that this problem was the result of design flaws and should be mostly covered by its warranty. However, this money will be returned to the state in next fiscal year. If the repair work was not undertaken the M/V MATANUSKA would not have been able to return to service.

Summary of complete budget supplemental:

1) Personal Service	\$ 540,000
2) Operation and Maintenance	180,000
3) Vessel per diem and travel	200,000
4) Cylinder Heads	<u>80,000</u>
Sub Total	\$1,000,000

cc: W. Keith Gerken, Deputy Commissioner, Operations
George W. Davidson, System Director, AMHS

AMENDMENT

CSHB 154 (FIN)

* Sec. No funds are included in this act to pay the salary increase for Court Security Officers and Airport Safety Officers ordered by the arbitrator in the State V. PSEA "Interest Arbitration" decision issued 4-20-88. The Legislature disapproves that monetary term under AS 23.40.215. Funds included in the FY 1989 budgets for The Departments of Public Safety, and Transportation and Public Facilities shall not be used to pay the increases called for in the decision.

The sum needed to meet the costs, in a supplemental bill, for the anticipated salary increase is 460.6. FY 90 incremental costs are 245.2.

Adding only the FY 90 costs, each employee would receive approximately 12.9 pay raise with benefits. Because the CSOs would be at the Recruit Trooper level, DPS would have to certify them through an academy, or simply pay them a large salary for a limited amount of responsibility. An academy for 32 CSOs would cost roughly 195.0.

Therefore, to take advantage of the CSOs, it would cost 1306.2 for 32 pay raises and an academy. This translates into 40.8 per officer, combining the raise and a one time expense of the academy.

Hard Numbers

CSO's	Rg 71 current	Rg 74 24.72%	Increment
Detach (15)	710.7	935.9	225.2
JS Anc (17)	762.6	948.6	186.0
		TOTAL Increment	411.2
		Cost of academy trng.	895.0
		Total cost of pay increase	1306.2

Broken down into impact terms:

Average pay increase w/ benefits or increase per month	\$12,350.00 per/person 1,070.83
Training costs for certification or increase per month	\$27,968.75 per/person 2,330.73
First year implementation cost	\$12,350.00 27,968.75
	----- \$49,618.75 per/person

The cost of the academy is a one shot deal but still monumental. The cost of the academy includes salaries, however, the CSO work would have to be covered by others during the Basic Training.

Department of Transportation and Public Facilities

Box Z Juneau, Alaska 99811

April 23, 1989

Representative Fran Ulmer
Alaska State Legislature
P.O. Box V. Juneau, 99811

Dear Representative Ulmer:

Per your request we offer the following analysis of the impact of adjusting the Marine Highways schedule to accommodate a \$600.0 budget shortfall in the FY89 budget. The following schedule changes would be required and the estimated savings to the AMHS budget are shown as noted in our April 5, 1989 memo. These estimated savings assume that a high proportion of the crews on the out of service vessels will use annual leave during this time. Actual termination of these employees would transfer the cost of their leave balances to the Department of Administration's leave bank. Layoffs are not assumed to be prudent in this case since these employees will be re-hired at the beginning of FY90.

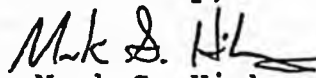
1) Columbia out of service 3 wks	\$ 270.0
2) Bartlett out of service until July 1	\$ 170.0
3) Malaspina out of service until July 1	<u>\$ 160.0</u>
Estimated savings	\$ 600.0

The effect of these schedule changes will be to have only one ship running out of Prince Rupert rather than the three currently scheduled, and one ship running out of Seattle. This equates to three mainline round trips per week through Southeast rather than the seven currently scheduled, effectively a 57% reduction in the number of sailings. This will mean that many spring and early summer travelers, both resident and visitor, will have reservations canceled and will have to make other travel plans. In the case of vehicles traveling within and through Southeast, there are no other practical alternatives.

Our estimate of the general fund revenue normally collected by the AMHS for these vessels is as follows:

1) Columbia - 3 wks @ 175.0/wk	\$ 525.0
2) Bartlett- 8 wks @ 30.0	\$ 240.0
3) Malaspina - 4 wks @ \$135.0/wk	<u>\$ 540.0</u>
Estimated revenues	\$1,305.0

Sincerely,


Mark S. Hickey
Commissioner

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Alison M. Elgee, Director
Division of Budget Review
Office of Management and Budget

DATE: April 14, 1989

FILE NO:

TELEPHONE NO: 465-3900

FROM: Mark S. Hickey *M&H*
Commissioner

SUBJECT: FY89 M & O Severe
Winter Supplemental

The Department of Transportation and Public Facilities requests an amendment to the supplemental request for FY89 Maintenance and Operations due to severe winter conditions. When the initial supplemental request was submitted in late January, your office indicated that should severe conditions continue past that date, a request for additional funding would be appropriate. In most of the state that has been the case. In fact, especially in the Western and Interior Districts (including the Dalton component), the winter weather actually worsened, greatly accentuating the problem. The following summarizes the costs by M&O component that are directly attributable to the severe winter conditions:

COMPONENT	CURRENT SUPPLEMENTAL	2/3/89 MEMO	AMENDED SUPPLEMENTAL
Central Hwys & Avtn:	100.0	100.0	137.5
Central Facilities:	150.0	150.0	198.6
Interior Hwys & Avtn:	78.0	78.0	219.2
Interior Facilities:	0.0	0.0	117.8
Dalton Hwys & Avtn:	37.0	37.0	223.5
Western Hwys & Avtn:	160.0	160.0	570.0
Southcentral Hwys & Avtn:	125.0	219.6	219.6
Southcentral Facilities:	0.0	0.0	42.0
Southeast Hwys & Avtn:	145.0	145.0	145.0
Southeast Facilities:	<u>0.0</u>	<u>59.0</u>	<u>59.0</u>
TOTAL DEPARTMENT	795.0	950.0	1932.2

If the additional funding is not available, the normal summer maintenance programs will not be accomplished in the Northern Region M&O districts. In Western District, roads can not be opened during the spring season. Not only would this impede travel, but would be very detrimental to the road system due to damage caused by spring breakup and runoff. Additional information concerning actual expenditures in Northern Region and the original supplemental request memo are attached.

cc: Roy Clarke, Special Staff Assistant, Office of the Governor
W. Keith Gerken, Deputy Commissioner, Operations
John Horn, Acting Regional Director, Northern Region
Ron B. Lind, Director, Plans, Programs and Budget
Jon Scribner, Regional Director, Southeast Region
D. Randy Simmons, Deputy Commissioner, Budget and Finance
Riley Snell, Regional Director, Central Region

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

To: W. Keith Garken
Deputy Commissioner
Operations

Date: April 13, 1989

File No:

Telephone No: 451-2210

From: John Horn, P.E.
Acting Regional Director
Northern Region

Subject: FY89 Snow and Ice
Supplemental Request

In our February 2, 1989 memorandum under the low condition heading, we identified most of our actual costs to the beginning of February attributable to unusually severe winter storms or conditions. In addition, we provided an estimate of what our total winter costs would be if severe conditions occurred during the remainder of the winter.

Described below are the severe conditions which did occur and haven't been previously reported with the actual costs attributed to these conditions:

INTERIOR DISTRICT

Extreme high winds and abnormally heavy snowfall forced the closure of the Dalton Highway in the Deadhorse, Chandalar, and Finger Mountain areas. Extensive overtime and equipment usage resulted. The Fairbanks Area received 67 inches of snow this year compared to 40 inches in 1988 and 40 inches in 1989, a 68% increase. Extreme low temperatures, -50°F for a period of three weeks caused an increase in fuel costs, frozen utility line repairs, and generator repairs. High winds caused heavy drifting and forced the closure of the Richardson Highway at Trims for the first time in years. In late February, in the Nenana and Healy areas, the Parks Highway received 12" of snow followed by 16 hours of heavy rain. This resulted in three inches of ice caked to the road surface. For several weeks, extensive equipment usage, overtime, and sand were required to return the highway to a safe condition. Of particular note, it is estimated \$6,000 will be spent repairing guardrail damage from this storm.

SOUTHCENTRAL DISTRICT

Southcentral District temperatures through January ranged from -10°F to -66°F with extreme wind chill factors due to high winds. Excessive costs were incurred to heat State buildings compared to last year for the first seven (7) months of FY89.

Southcentral District Fuel Costs
July 1 - January 31

Station	FY88	FY89	Difference
Valdez	\$123,236.78	\$151,972.46	+\$28,735.68
Thompson Pass	1,594.48	2,144.85	+ 550.37
Ernestine	3,999.35	5,897.63	+ 1,898.28
Tazlina	5,700.14	10,431.68	+ 4,731.54
Faxson	1,769.57	2,945.29	+ 1,175.72
Slana	4,779.83	5,391.93	+ 612.10
Nelchina	2,937.71	2,233.67	- 704.04
Chitina	5,204.47	10,238.29	+ 5,033.82
Total	\$149,222.33	\$191,255.80	\$ 42,033.47

Except for these costs, this District experienced a normal winter after February.

WESTERN DISTRICT

From mid December 1988 through April 15, 1989, the Nome and Kotzebue areas experienced 40 major storms. According to the National Weather Service, 14 of these storms were classified as blizzards since winds were in excess of 35 mph. The Governor declared an emergency as a result of these storms. The remaining 26 storms had winds of 20-34 mph. The snow accompanying these 40 storms has dumped an average 72.0 inches on the Western District.

By the end of April, we will have met and exceeded the "High Condition Scenario" of \$300.0 portrayed in the February 2 Snow and Ice Supplemental Request. Low Condition Scenario costs were shattered by the extremely heavy snow fall during February, some 400% of normal, receiving all of the March snow fall in the first 11 days of the month, and continuous snow since April 4. With all the snow, we've encountered high winds and blizzard conditions. There has been a substantial increase in fuel consumption both at the 26 village airports and trunk airports at Unalakleet and Kotzebue with increased equipment usage and subsequent usage fees paid to SEF at Nome Airport and Nome Highways. Seasonal personnel have been recalled and a substantial amount of overtime paid. Several villages having airport maintenance contracts are out of money and expect contract increases due to the extraordinary effort required. Additionally, we have bills coming in for equipment rented to supplement the State to open runways.

Of great concern is the detrimental effect breakup and spring runoff will have on the road system. It's imperative that

roads be opened and drainage provided to prevent loss of major segments of the Nome-Teller Highway, Nome-Council Highway, and Kougarok (Nome-Taylor Highway) road. An extra effort with an increase of contractor equipment along with DOT forces will be necessary to minimize this damage.

In order to supplement our own fleet with enough equipment to get roads open before too much water starts to flow will require at least 4 dozers, 2 each D-8 D-9 size machines to work on Council road where we have numerous drifts in excess of 20', and 2 each D-6 D-7 size machines to work on the Kougarok road.

Normally we would send one of our dozers to Cottonwood Camp in mid April so it would be there to use for road opening during the first part of May. This dozer fell through the ice at Safety. It is not possible to run a dozer to Cottonwood, 60 miles, during May as the snow becomes too soft. If we are not given additional funding to rent a dozer before approximately April 20, we will not be able to open that road from both ends as has been normal practice.

The cost of renting the necessary dozers would be \$110,000 in the 300 account.

Low Condition
(Actuals per February 2, 1989 Memorandum)

<u>Component</u>	<u>Account</u>				<u>Total</u>
	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>	
Interior Highways & Aviation	12.8		65.2		78.0
Dalton Highway & Aviation	5.4		9.9	21.7	37.0
Western Highways & Aviation	31.1	1.3	84.4	43.2	160.0
Southcentral Highways & Aviation	64.8		114.0	40.8	219.6
TOTAL LOW CONDITION	<u>114.1</u>	<u>1.3</u>	<u>272.6</u>	<u>105.7</u>	<u>494.6</u>

Additional Actual Costs

<u>Component</u>	<u>Account</u>				<u>Total</u>
	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>	
Interior Highways & Aviation	29.9		92.3	19.0	141.2
Dalton Highway & Aviation	54.9	5.0	108.1	18.5	186.5
Interior Facilities	11.9	4.1	82.0	19.8	117.8
Western Highways & Aviation	83.7	5.8	261.3	59.2	410.0
Southcentral Facilities				42.0	42.0
TOTAL ADDITIONAL COSTS	<u>180.4</u>	<u>14.9</u>	<u>543.7</u>	<u>158.5</u>	<u>897.5</u>

Total for Winter

<u>Component</u>	<u>Account</u>				<u>Total</u>
	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>	
Interior Highways & Aviation	42.7		157.5	19.0	219.2
Dalton Highway & Aviation	60.3	5.0	118.0	40.2	223.5
Interior Facilities	11.9	4.1	82.0	19.8	117.8
Western Highways & Aviation	114.8	7.1	345.7	102.4	570.0
Southcentral Highways & Aviation	64.8		114.0	40.8	219.6
Southcentral Facilities				42.0	42.0
TOTAL FOR WINTER	<u>294.5</u>	<u>16.2</u>	<u>817.2</u>	<u>264.2</u>	<u>1392.1</u>

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Alison M. Elgee
Division of Budget Review
Office of Management and Budget

DATE: February 3, 1989

FILE NO:

TELEPHONE NO: 465-3900

FROM: Mark S. Hickey *MSH*
Commissioner

SUBJECT: FY89 Snow & Ice
Supplemental Request

The Department of Transportation and Public Facilities is submitting a statewide supplemental request for assistance in meeting Maintenance and Operations costs due to the abnormal demands placed on the department for excessive storms and conditions occurring this winter. A range of low and high needs has been identified between \$950,000 and \$1,850,000. Throughout most of the state, record snowfall has occurred between November and January, requiring operational expenditures above the normal monthly operating cost for snow and ice control. For example, in Juneau, according to the National Weather Service, snowfall during the month of January in the downtown area of 67 inches exceeded the highest level recorded for that month since 1965 by 29 inches. The extreme low temperatures have increased our utility costs for state facilities as well as caused additional equipment repair and operational costs. The high range represents an estimate of the costs if severe winter conditions persist for the remainder of this winter season.

Although the department does have a non-routine maintenance fund of \$1,000,000 in this year's capital appropriation for use by Highways and Aviation components and \$350,000 for use by Facilities components, we believe that additional funding is required. To date, requests from maintenance districts have already been received totalling over \$1.4 million for the use of these funds. Examples of these requests include repair of storm damage at the Unalaska Airport, Hydaburg Road and the Juneau area, repairs due to erosion of the Richardson Highway at Mile 312 and erosion of the Salmon River Road in Hyder, flood control of the Northway Road, and repairs at The Fox Spring.

Backup by region for this supplemental request is attached.

Attachments as noted.

cc: Ron Clarke, Special Staff Assistant, Office of the Governor
W. Keith Gerken, Deputy Commissioner, Operations
John Horn, Acting Regional Director, Northern Region
Ron B. Lind, Director, Plans, Programs, and Budget
Jon Scribner, Regional Director, Southeast Region
D. Randy Simmons, Deputy Commissioner, Budget and Finance
Riley Snell, Regional Director, Central Region

Mark S. Hickey
Commissioner

January 26, 1989

W. Keith Gerken
Deputy Commissioner
Operations

William R. Snell
Regional Director
Central Region

FY'89 M&O
Supplemental

This memorandum is to document as best possible the request for supplemental funds, it also discloses the certainty that we will be facing some of the same mitigating scenarios as last year. Unless operational and maintenance services are reduced or supplemental funds provided, we will over-expend the FY'89 budget, while performing the functions of the Division at the level required to entirely complete those activities.

M & O Division's two programs are generally described as follows:

MAINTENANCE

The performance of those tasks that protect and preserve the State's equity investment in its highways, bridges, airports, harbors, buildings, and equipment fleet. Basic examples would be crack sealing, pothole patching, float replacement, roof repair, vehicle/equipment servicing, etc.

OPERATIONS

Performing tasks, providing services, and paying fixed cost expenditures that allow the State's facilities to function on a daily basis. Some examples would be snow and ice control on highways, airports, parking lots, street sweeping and brush control, providing light, heat, and janitorial services for buildings, supplying fuel and repair parts for vehicles/equipment.

While we are theoretically free to allocate funds to either maintenance or operations, we are often impacted by uncontrollable operational needs as well as emergency repair needs. The results of these impacts is that we will be required to defer maintenance not by a logical process, but an arithmetic one, simply because larger portions of our budget are committed to operations.

To date in FY'89, several major operational impacts have occurred. In Anchorage a record 65" of snow has fallen between November and January, requiring expenditures above the normal monthly operating cost for snow and ice control.

Based on this fact a continued supplemental for both the H & A and Facilities component appropriations totaling \$250.0 thousand is requested. We feel this would reduce the need to implement severe measures while allowing for completion of maintenance activities, as well as operational requirements.

It is assumed that if severe winter conditions continue, Central Region may require an additional \$250.0.

January 26, 1989

This supplemental would be distributed to component and accounts as follows:

<u>Highways & Aviation Component</u>	<u>Facilities Component</u>
100 - 100.0	100 - 54.2
200 - 0.0	200 - 26.8
300 - 0.0	300 - 69.0
400 - 0.0	400 - 0.0
<u>100.0</u>	<u>150.0</u>

Although the total supplemental is felt to be the most desirable we realize that there are possible alternatives. In general terms we see three:

- (1) Receive the entire supplemental (\$250.0 thousand).
- (2) Receive no supplemental.
- (3) Receive some lesser supplemental (\$150.0 minimum).

Under alternative (1) (receive the full supplemental) the highways component will recover unexpected expenditures in overtime utilized as a result of repeated snow falls which have accumulated to above record levels within the region. This \$100.0 H&A supplement will negate the need for early release of seasonal employees while providing for the continuation of life/safety associated activities.

The \$150.0 facilities supplement is needed to recover above normal expenditures incurred in providing services to our facilities as a result of the repeated snow falls and the below normal temperatures that have been occurring. The personal services and travel account have been impacted due to the need for overtime and travel to remote facilities to repair and service furnaces as well as other cold weather related damages to utilities and buildings. The contractual services account has been impacted due to increased use of contract snow removal contractors for clearing of parking lots and sidewalks at such facilities as the State court building, State Trooper facilities and Pioneer home.

It should be noted that this supplement is based on the assumption that RP's between accounts in each component will be allowed for the purpose of balancing the appropriations.

Alternative (2) (receive no supplemental). Layoff of seasonal employees will be implemented sooner than normal, severe restrictions on overtime put in place, reduce operations of SEF equipment, reduce those basic maintenance functions to life/safety associated activities (road striping, selective brushing, regulatory sign replacement only, and minimal airport repairs) as well as reduce replacement of stock inventories. This is the least desirable alternative and would only serve to aggravate, extend, and compound deferred maintenance.

Alternative (3) (receive some level of supplemental increase), though less than the projected need, would serve to ease the severity of deferrals. A minimum supplemental of \$150.0 thousand for the Facilities component is felt to be necessary to maintain the integrity of the Facilities program. This level of supplemental will not allow the retention of seasonal employees.

MEMORANDUM**State of Alaska**
Department of Transportation & Public Facilities**To:** Keith S. Gerken
Deputy Commissioner
Operations**Date:** February 2, 1989**File No:****Telephone No:** 451-2210**From:** John Horn, P.E.
Acting Regional Director
Northern Region**Subject:** FY89 Snow and Ice
Removal Supplemental
Request

Following is the detailed back-up to support our January 27, 1989 memorandum requesting a supplemental appropriation for excessive snow and ice removal costs in FY89.

The January 27, 1989 memorandum identified a low and high range from \$400,000 to \$950,000. Detailed analysis and inclusion of costs of a storm that was occurring during preparation of that memorandum revealed that the range should be from \$494,600 to \$1,044,100.

The basis of the low range is actual expenditures for excessive storms and conditions occurring to date. The high condition is the low, plus the estimated cost for continued extreme conditions for the remainder of this winter season.

BASIS OF LOW CONDITION**Interior District Maintenance & Operations****Deadhorse Storm**

The Deadhorse area experienced an abnormally heavy snowfall and continuous high winds during the first two weeks of October 1988. This storm yielded 20" of snow. This was more snow than was received in the entire 87-88 season. High winds caused extensive heavy drifting closing the northern sixty (60) miles of the Dalton Highway and the Deadhorse Airport.

In order to function efficiently through the 88-89 winter season and keep the Dalton Highway and the Deadhorse Airport open, the removal of all snow berms and drifts was imperative to allow for a clean and bermless roadway to prevent further drifting throughout the 88-89 winter season.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$12,800
300	Equipment Rental	<u>65,200</u>
	TOTAL	\$78,000

Fairbanks Area Snowfalls

An unusually high number of snowfalls have occurred in the Fairbanks area this year, 20 with the average being 8. This has caused an increase in our personnel costs for overtime and equipment rental. In addition, in December of this year, there was a 75% increase in the number of days where the temperature fluctuated around the freezing point. That created a corresponding demand on our sand stockpile.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 5,400
300	Equipment Rental	9,000
400	Sand	<u>22,600</u>
	TOTAL	\$37,000

Western District Maintenance & Operations

Winter to date has been somewhat out of the ordinary. December thru the first ten days of January saw approximately double the normal snowfall. In fact, the normal snowfall for January was reached in the first ten days of the month. Along with snow, strong winds up to 60 mph were the norm. As snowfall was continuous, so was the removal effort on the three certificated airports. Flights suffered numerous weather delays and airport personnel were required to work overtime to have the runways clear upon the carriers' arrival. Personnel were recalled or retained to meet staffing requirements. Equipment usage increased substantially as did fuel consumption. The highways and bus routes in the Nome area also were plowed and sanded on a continuous basis. The extreme conditions recorded at Nome and Kotzebue were also encountered at the District's 26 airports. In some cases, the villages have expended the entire amount of their maintenance contracts and further expenses will be born by DOT along with some major equipment repair costs. Due to the heavy snow and blizzard conditions, we have

experienced runway light damage on a large scale necessitating procurement of several thousand dollars worth of light fixtures.

The last three weeks of January have been the coldest on record causing increases to electrical costs to heat equipment, repair parts to repair equipment damaged by use at -45° to -50°, and freight costs to replace equipment where repairs are not feasible but airports must be kept open.

The costs that follow, broken down by account, are increases over normal attributable to winter conditions encountered to date. Some costs, such as for fuel consumption increases, increased electrical costs, and increases to maintenance contracts are estimated as billings don't arrive in a timely manner and the village accounting (for contract expenses) is somewhat difficult to get quickly.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 31,100
200	Travel	1,300
300	Equipment Rental	84,400
400	Supplies	<u>43,200</u>
	TOTAL	\$160,000

Southcentral District Maintenance and Operations

Tazlina Snowfall

Average snowfall in the Copper River Basin is approximately 48" - 50". At this time, we have had approximately 132" in some areas. We have also had freezing rains and high winds.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 9,506
300	Equipment Rental	11,937
400	Sand	<u>10,500</u>
	TOTAL	\$ 31,943

Paxson Storms

To date we have had 169" of snow at Paxson with much more in the canyon north of Paxson. We have had one road closure due to high winds, drifting snow, and extreme cold.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 8,232
300	Equipment Rental	15,503
400	Sand	2,100
	TOTAL	\$ 25,835

Nelchina Snowfall

Average snowfall in this area is 48". To this date, 70" has fallen.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 1,904
300	Equipment Rental	4,593
400	Sand	1,050
	TOTAL	\$ 7,547

Slana Snowfall

Average snowfall is approximately 48". This year to date, there is approximately 93". There have also been high winds during most of January.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 1,932
300	Equipment Rental	4,467
400	Sand	5,600
	TOTAL	\$ 11,999

Chitna and Ernestine Snowfall

Normal snowfall in an average year is 36". This year to date, there has been 68" plus 3 freezing rains, high winds, and drifting snow through most of January.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 5,670
300	Equipment Rental	10,073
400	Sand	<u>2,100</u>
	TOTAL	\$ 17,843

Valdez Snowfall

Average snowfall for the entire winter is 300". To date, we have had 260". We have had avalanches, freezing rain, extreme winds to 100 mph and heavy drifting snow. Since October, the Valdez crew has worked 625 hours of overtime and had an additional 890 hours of equipment usage over and above normal work. Contractor equipment was also used to help State forces.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 17,500
300	Equipment Rental	38,980
400	Sand	<u>10,500</u>
	TOTAL	\$ 66,980

Thompson Pass Storms and Avalanches

Average snowfall at Thompson Pass is 300". To date this year, we have had 428 inches. Twenty avalanches have crossed the road. The last wind storm had winds to 150 mph and damaged our snow fences. The road has been closed 3 times for 104 hours.

Costs Incurred Above Normal:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100	Overtime	\$ 20,006
300	Equipment Rental	28,119
400	Sand, Snow Fence, Snowpoles	<u>9,000</u>
	TOTAL	\$ 57,145

Keith S. Gerken

- 7 -

February 2, 1989

SUMMARY

<u>Component</u>	<u>Account</u>				<u>Total</u>
	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>	
	<u>Low Condition</u>				
Interior Highways & Aviation	12.8		65.2		78.0
Dalton Highways & Aviation	5.4		9.0	22.6	37.0
Western Highways & Aviation	31.1	1.3	84.4	43.2	160.0
Southcentral Highways & Aviation	<u>64.8</u>	<u> </u>	<u>114.0</u>	<u>40.8</u>	<u>219.6</u>
TOTAL LOW CONDITION	114.1	1.3	272.6	106.6	494.6
	<u>Increment to Reach High Condition</u>				
Interior Highways & Aviation	50.9		106.5		157.4
Dalton Highways & Aviation	25.1		52.5		77.6
Western Highways & Aviation	52.6	4.5	66.9	16.0	140.0
Southcentral Highways & Aviation	<u>52.5</u>	<u> </u>	<u>87.5</u>	<u>35.0</u>	<u>175.0</u>
SUBTOTAL INCREMENT	181.1	4.5	313.4	51.0	550.0
TOTAL HIGH CONDITION	295.2	5.8	586.0	157.6	1,044.6

JHL/lf

cc: Fredric Guenther, Acting Director, M&O
George Levasseur, Manager, Southcentral District M&O
Chuck Coyle, Manager, Western District M&O

MEMORANDUM

State of Alaska Department of Transportation & Public Facilities

TO: Mark S. Hickey
Commissioner

THRU: W. Keith Gerken
Deputy Commissioner

FROM: Jonathan W. Scribner *Apr 2/2/89*
Southeast Regional Director

DATE: February 2, 1989

FILE NO:

TELEPHONE NO: 789-6261

SUBJECT: FY89 Snow & Ice Removal
Supplemental Request
Southeast Region

The Southeast Region Maintenance and Operations anticipates that we will need supplemental funding for the Highways and Aviation component as follows:

<u>OBJECT</u>	<u>HIGH</u>	<u>LOW</u>
100 Overtime	100.0	35.0
Emergency Hires	8.0	4.0
300 Additional Equip. Rental (non-SEF)	30.0	19.0
Increased Equip. Usage (SEF)	90.0	55.0
400 Additional Sand	23.0	14.0
Airport Brooms	4.0	0.0
Additional Chemicals	<u>40.0</u>	<u>18.0</u>
TOTALS	295.0	145.0

Additional funding for our Facilities component will be required as follows:

	<u>HIGH</u>	<u>LOW</u>
100	33.0	18.0
300	43.0	24.0
400	<u>29.0</u>	<u>17.0</u>
TOTALS	105.0	59.0

100: Excess regular and premium pay for nonpermanent snow shoveling personnel at Juneau buildings.

300: Extra expense of contractual snow plowing and snow removal services at Juneau buildings.

400: Excess fuel oil consumption at Southeast Region buildings.

February 2, 1989

These funds are necessary due to the unusually heavy snows and cold temperatures. The low estimate represents what we feel we will be overspent as of the end of the year if winter stops now. The high represents our best estimate if the severe winter weather continues for another 6 weeks.

This region has experienced record or nearly record snowfall depth in January in several locations including: Yakutat (116 inches and over 11 inches of rain, based on airport weather records), Hyder (approximately 25 feet, based on local reports), Juneau North Douglas (81 inches based on weather service employee records), Juneau (67 inches based on weather service records) and Petersburg (61 inches based on airport weather records). We have experienced 7 avalanches on the Thane Road in Juneau and numerous avalanches and drifting problems in Skagway. With the heavy snows we have also experienced several thaws with heavy rains. Our crews have had to put in several 20 hours shifts with the extreme weather.

The impact on our budget to date has been extreme. Without a supplemental, our ability to repair the roads and do any routine maintenance will be reduced to zero. There will be considerable damage to our pavements and gravel roads when breakup occurs.

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: W. Keith Gerken
Deputy Commissioner - Operations

THRU: George W. Davidson
System Director
Alaska Marine Highway System (AMHS)

FROM: June M. Arkoulis Sinclair
Support Services Manager, AMHS

DATE: April 11, 1989

FILE NO: 140-0650

TELEPHONE NO: 465-3950

SUBJECT: AMHS FY 88 Supplemental

We hereby request an increase for the FY 88 supplemental for unpaid invoices. We previously requested \$55,527.95 and have since received an additional \$32,671.49 in vendor invoices for a total to \$88,199.44. Vendor invoices make up \$68,047.55 of the total amount due, the remainder represents interagency billings.

Delays in paying vendor invoices can, in part, be attributed to the fact that invoices are often left at the vessel at time of delivery. A duplicate invoice is not sent to the accounting section for payment. Unless vessel employees send in the invoice for payment, the accounting section may not be aware of its existence.

This situation has improved some in FY 89 through the increased use of delivery orders and encumbrances. We have also communicated the importance of getting invoices to the accounting section to both vessel employees and vendors.

sz

COMPONENT
ADMIN (57597)

XEROX CORPORATION	359.98	
TRICK & MURRAY	244.00	
BARGREEN ELLINGTON	368.28	
RICOH CORPORATION	16.86	
TRANSPORT INTNL	1,663.00	
TOTAL		2,652.12

MKT MGMT (57601)

T.U. OF ALASKA	135.00	
SEATTLE TIMES	2,235.60	
TOTAL		2,370.60

SE SHORE (57602)

METLAKATLA INDIAN	3,456.00	
CITYOF PRINCE RUPERT	12,338.66	
XEROX CORPORATION	41.82	
	41.82	83.64
MAINTENANCE/JANITORIAL	82.30	
	105.40	
	76.50	264.20
STAR RENTALS		109.52
TOTAL		16,252.02

SW SHORE (57603)

PACIFIC RIM PUBLISHING	73.92	
TOTAL		73.92

MARINE OPS (57606)

ALASKA AIRLINES	380.30	
TOTAL		380.30

SE VESSELS (57607)

WARSHOLS SPORTING GOODS		247.74	
JOHNSON CONTROLS		577.58	
ANTHONY'S INDUSTRIAL		285.00	
K & N MEATS		1,065.00	
ALASKA AIRLINES	190.00		
	190.00	380.00	
SIFFERMAN SUPPLY		59.12	
HOBART		55.05	
DAIRYLAND FOODS	83.10		
	394.44		
	134.01		
	471.82		
	425.77		
	258.77	1,767.91	
CHEVRON CANADA LTD		2,331.10	
SEATTLE INJECTOR		355.41	
CONSOLIDATED FREIGHT		109.14	
STAR RENTALS		535.71	
WASHINGTON TRUCKLIFT		75.66	
SEAPORT CHEMICALS		631.50	
FRED MEYER		62.37	
COCA-COLA	224.15		
	40.00		
	90.20		
	40.00	394.35	
TOTAL			8,932.64

SW VESSELS (57608)

ANCHORAGE COLD STORAGE	178.00		
	195.80		
	93.00		
	907.92		
	27.80		
	226.10	1,628.62	
SUPERCLEAN		40.00	
FOOD SERVICES OF AMERICA	155.96		
	155.96		
	116.97	428.89	
GOLDSMITH		401.92	
VALDEZ FOOD MART	84.04		
	62.20		
	138.79		
	140.65	425.68	
MARATHON FUEL		3,302.80	
DUBOIS		164.10	
R & R DIVING		575.00	
A & L FRENCH	837.65		
	22.20		
	1,534.37		
	400.75		
	5.63	2,800.60	
ASPLUND SUPPLY	273.44		
	93.12		
	89.94	456.50	
WHITEPASS FUEL	26,825.62		
	66.24	26,891.86	
ECOLAB		149.98	
SEXAUER		120.00	
TOTAL			37,385.95
TOTAL ALL COMPONENTS			68,047.55

UNIV

AMENDMENT

OFFERED IN THE HOUSE

BY KOPONEN

TO: CS FOR HOUSE BILL 154 (Finance)

Add a new section to read:

*Sec. . The sum of \$1,000,000 is appropriated from the general fund to the University of Alaska for statewide repairs and renovations.

University

UNIVERSITY REQUEST

OMB RECOMMENDATION

UAA/BRU

UAA		
January: Electric Bills	\$9,747.00	\$9,747.00
Gas Bills	\$7,040.00	\$7,040.00
February: Electric Bills	\$9,000.00	\$9,000.00
Gas Bills	\$7,000.00	\$7,000.00
Repairs:	\$18,585.00	\$18,585.00
Prince William Sound C.C.		
Fuel Costs	\$1,096.00	\$1,096.00
Water Damage/Library	\$4,692.00	\$4,692.00
Kenai, Kodiak and Mat-Su		
Utility Costs	\$4,000.00	\$4,000.00
Maintenance	<u>\$142.00</u>	<u>\$142.00</u>
Subtotal BRU	\$61,302.00	\$61,302.00

UAF/BRU

UAF:		
Fire Department	\$7,204.19	\$7,204.19
Physical Plant:		
Overtime	\$56,970.0	\$46,970.00
Other Expend.	\$46,150.00	-0-
Security:	\$1,825.04	\$1,825.04
(see itemized list)		
Utilities:		
Coal	\$19,616.00	\$19,616.00
Oil Usage	\$62,737.00	\$62,737.00
Library	\$11,500.00	-0-
		(insurance filed)
Signers Hall	\$3,500.00	-0-
		(insurance filed)
School of Fisheries	\$5,375.88	\$5,375.88
Marine Advisory		

Bristol Bay	\$900.00	\$900.00
Rural Education	\$15,900.00	\$15,900.00
Northwest	\$16,500.00	\$5,000.00 16,500.00*
Kuskokwim	\$6,600.00	\$6,600.00
Chukchi	\$14,700.00	\$12,700.00 14,700.00*
Subtotal BRU	\$269,478.11	\$184,828.11

UAS/BRU

Roads, Streets, Parking Snow removal	\$11,400.00	\$11,400.00
Roof Top Snow Removal	\$2,575.00	\$2,575.00
Freeze Damage Novatney	\$3,711.00	\$3,711.00
Freeze Damage Mourant	\$4,912.00	\$4,912.00
Expected Electrical Surcharge due of avalanche	<u>\$6,164.00</u>	<u>\$6,164.00</u>
Subtotal BRU	\$28,762.00	\$28,762.00

Total University	\$359,542.11	\$274,892.11 288,392.11
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* See memo re: Audio conferencing need

COLLEGE OF HUMAN AND RURAL DEVELOPMENT



UNIVERSITY OF ALASKA—FAIRBANKS

Fairbanks, Alaska 99775-0900

April 4, 1989

Janet Clarke
Office of Management and Budget
Division of Budget Review
by FAX - 465-3767

Dear Ms. Clarke:

Thank you for the opportunity to discuss with you yesterday the UAF College of Rural Alaska request for supplemental funds to cover the extraordinary increases in academic audio conferencing costs related to the severe cold weather experienced during the end of January. I certainly agree that these costs were not fully explained, so I hope that the following will serve.

Throughout the Rural College service area, faculty distance deliver their courses by audio conferencing with students for three hours each week. The most typical pattern is to hold two 1 1/2 hour sessions. This January, the end of our registration period and the beginning of the new semester coincided with the extreme cold wave. Because the cold prevented small air services from flying and carrying the mail, most of our students did not have books and other course materials. Also, many students who had brought their registrations to non-operating post offices were unable to officially register as yet. Information about class meeting times and places as a result. Mr. Clarke, about half of our students were present for audio classes and only a few of them had books.

Not knowing the full extent of the problem, faculty began the semester on time. A week and a half later, however, the difficulty was clear. It was also clear that the only way to provide students with proper instruction was to interrupt the semester until registration and book mailings could be completed and then begin the semester again.

And this is what happened. It caused the semester to be extended and incurred the costs of telephoning or conferencing with students to explain schedule changes. Costs of early audio conferences which had to be repeated later were also incurred and this is why we now need supplemental funding.

Ms. Clarke, I hope the above is clear and that you will be able to help us with this problem. I will call you soon to see that you have received this letter.

Sincerely yours,

Handwritten signature of Ralph Gabrielli in cursive.

Ralph Gabrielli, Ph.D.

RG/sml



Brian Rogers
Vice President for Finance
(907) 474-7668

University of Alaska
Fairbanks, Alaska 99775-6100

March 21, 1989

Alison Elgee, Associate Director
Office of Management and Budget

Subject: Revised Request for FY89 Supplemental for Cold Weather
Damages

Dear Alison:

The university is requesting an FY89 supplemental appropriation for unbudgeted costs of \$359.4 associated with the severe cold weather experienced during the last two weeks of January 1989.

Given the severe budget reductions incurred by the university over the last several years, the university is no longer in a position to budget for extraordinary winter expenses such as those which occurred in January-February of 1989. The state has not endured such a difficult winter in the last 10 years and certainly the university budgets were not predicated on such an occurrence.

The weather conditions during this period of time caused most university units to expend additional funds for snow removal, heating and electricity and, in some cases, for repair and maintenance due to cold weather damage. In addition to the increased operating costs, many of the western campuses will incur additional costs for classes which had to be cancelled and rescheduled, or for extending the semester in order to meet class hour requirements for courses. A chart showing the line item request by major administrative unit is presented below:

II of A Winter Supplemental Request

	UAA	UAF	UAS	Total
Personal Svcs	102.00	67,912.00	15,400.00	83,414.00
Contractual	36,737.00	70,504.00	8,200.00	115,491.00
Commodities	19,019.00	131,062.00	5,200.00	155,281.00
Equipment	<u>5,216.00</u>	<u>.00</u>	<u>.00</u>	<u>5,216.00</u>
TOTAL	\$61,124.00	\$259,478.00	\$28,800.00	\$359,402.00

The University of Alaska Fairbanks area was by far the most severely taxed by the weather conditions, with the interior suffering the more extreme temperatures. Frozen water and sewer lines, and the additional overtime necessary to thaw lines and repair damages, were common. Electricity and fuel costs for heat generation rose as campuses attempted to keep buildings habitable. Vehicles and equipment used in physical plant and safety and security operations also succumbed to the cold weather and had to be repaired.


The University of Alaska Anchorage area also experienced colder than normal temperatures with associated increases in utility and fuel costs, and repair of freeze damages. Water supply lines and fire sprinkler systems froze in some UA Anchorage buildings. All campuses reported increased utility and fuel costs.

Although the extremely cold temperatures were not felt in the southeastern portion of the state, temperatures were colder than normal and that area received higher than normal snowfalls which necessitated additional expenditures for snow removal. At the UA Juneau campus there was freeze damage to the campus facilities, and electrical power surcharges due to the Thane Road avalanches which damaged line connections to Snettisham.

The severe weather conditions placed a considerable financial burden on university campuses. Burst water pipes and frozen lines had to be repaired, snow had to be removed, additional electricity and other fuel had to be purchased in order to protect buildings from possible further damage from the elements. The individual campus costs are detailed on the enclosed submissions from each administrative area.

None of the campuses could have anticipated the severity or duration of the weather conditions. The costs which had to be paid have put a severe strain on campus budgets. If units do not receive supplemental funds for cold weather damages, they will have to identify other operations to curtail. This could impact funds designated for ordinary maintenance, repair, and instructional schedules for the remainder of the fiscal year depending upon how the individual campus decided to reduce activities.

Sincerely yours,



Brian Rogers
Vice President for Finance

Attachment

COST OF SEVERE WEATHER CONDITIONS UNIVERSITY OF ALASKA ANCHORAGE

The University of Alaska Anchorage is requesting a total of \$61,124 of additional funding for its campuses to cover extraordinary costs associated with the extremely cold winter. The campus detail of that request is as follows:

	<u>UAA</u>	<u>KENAI</u>	<u>KODIAK</u>
Personal Svcs	0	0	102
Travel	0	0	0
Contractual Services	32,787	2,000	0
Supplies	13,369	0	0
Equipment	5,216	0	0
Miscellaneous	<u>0</u>	<u>0</u>	<u>0</u>
Total	\$51,372	\$ 2,000	\$ 102

	<u>MAT-SU</u>	<u>PWSC</u>	<u>TOTAL</u>
Personal Svcs	0	0	102
Travel	0	0	0
Contractual Svcs 2,000	0	36,787	0
Supplies	0	5,650	19,019
Equipment	0	0	5,216
Miscellaneous	<u>0</u>	<u>0</u>	<u>0</u>
Total	\$ 2,000	\$ 5,650	\$61,124

Following is an explanation by campus:

ANCHORAGE CAMPUS

Personal Svcs	0
Travel	0
Contractual	32,787
Supplies	13,369
Equipment	5,216
Miscellaneous	<u>0</u>
Total	\$51,372

The requested increase in contractual services for UA Anchorage, in the amount of \$32,787 is comprised of the following :

Increased Utilities UA Anchorage

Electric Bills

January 1-30, 1989	\$128,623
January 1-30, 1988	<u>118,876</u>
Difference	\$9,747

Projected increases in bills anticipated for February 1989

Electricity (#2) \$ 9,000

Gas Bills

January 1-30, 1989	\$ 39,158
January 1-30, 1988	<u>32,118</u>
Difference	\$ 7,040

Projected increases in bills anticipated for February 1989

Gas (#2) \$ 7,000

Total Extraordinary Utility Costs \$ 32,787

The items included in the supplies category are as follows:

Expansion Joints	\$ 728
Hose Bib	238
Sprinkler system, paint shop, Bldg. E	920
Toilet Room, Bldg. A	168
Sprinkler system, Tanaiinas, Sports Center	138
Water supply lines, energy module 1	1,552
Water supply lines, energy module 2	1,596
Water line, Arts Bldg.	151
Snow infiltration and water damage, dance studio, Bldg K	678
Propriene glycol to recharge systems	<u>7,200</u>
Total Supplies	\$13,369

Note(#2) Amount requested includes a projection for February, the actual amounts for February are : Electricity \$24,049, Gas \$9,722

Items included in the equipment category are as follows:

Condensate tank and pumps	
- Cuddy Center	\$1,476
Toilet Rooms, Performing Arts Center	576
Sprinkler valve, housing	1,996
Sprinkler system, Science Bldg.	538
Hose bib, Allied Health Science Bldg	<u>630</u>
Total Equipment	\$5,216

Total Request for UA Anchorage \$ 51,372

KENAI PENINSULA COLLEGE

Personal Svcs	0
Travel	0
Contractual	2,000
Supplies	0
Equipment	0
Miscellaneous	<u>0</u>
Total	\$ 2,000

The amount requested consists of contractual services for utilities as follows (please see note (#3)):

Homer off-campus site - electricity	
January-February 1989	\$ 691.38
January-February 1988	<u>\$ 554.22</u>
Difference	\$ 137.16

Soldotna campus - electricity	
January-February 1989	\$ 8,951.38
January-February 1988	<u>\$ 7,343.51</u>
Difference	\$ 1,608.00

Total Kenai Peninsula College	\$ 1,745.16
-------------------------------	-------------

Amount of original request Kenai Peninsula College \$2,000

Note (#3) The original request had a request for \$4,000 for "Increased utilities at Kenai Peninsula College, Kodiak College and Matanuska-Susitna College." When utility bills for February were received, the amounts were as noted for each campus. Kodiak College has no need for increased utilities.

MATANUSKA-SUSITNA COLLEGE

Personal Svcs	0
Travel	0
Contractual	2,000
Supplies	0
Equipment	0
Miscellaneous	<u>0</u>
Total	\$ 2,000

The amount requested consists of contractual services for utilities as follows (please see note (#3)):

		<u>Electricity</u>
January-February	1989	\$12,301.23
January-February	1988	<u>\$11,908.67</u>
Difference		\$ 392.56

		<u>Gas</u>
January-February	1989	\$ 8,012.91
January-February	1988	<u>\$ 5,814.92</u>
Difference		\$ 2,197.99

Total Matanuska-Susitna College		\$ 2,590.55
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Amount of original request Matanuska-Susitna College		\$2,000
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PRINCE WILLIAM SOUND COMMUNITY COLLEGE

Personal Svcs	0
Travel	0
Contractual	0
Supplies	5,650
Equipment	0
Miscellaneous	<u>0</u>
Total	\$ 5,650

The amount requested consists of the following items :

		<u>Fuel Costs</u>
January-February	1987	\$3,744.00
January-February	1988	<u>4,240.00</u>
Difference		\$1,096.00

Replacement of damaged items:
 Pipes broke in the library, 2 computers
 and many books were damaged and
 will have to be replaced
 Total Damages \$ 4,509.00

Total Prince Wm Sound CC \$ 5,650.00

Note (#3) The original request had a request for \$4,000 for "Increased utilities at Kenai Peninsula College, Kodiak College and Matanuska-Susitna College." When utility bills for February were received, the amounts were as noted for each campus. Kodiak College has no need for increased utilities.

KODIAK COLLEGE

Personal Svcs	102
Travel	0
Contractual	0
Supplies	0
Equipment	0
Miscellaneous	0
Total	\$ 102

The amount requested consists of the following personal services:

Maintenance cost (custodial overtime,
 crew was called in after hours to
 work on frozen pipes) \$ 102.00

Total Kodiak College \$102.00

**COST OF SEVERE WEATHER CONDITIONS
UNIVERSITY OF ALASKA FAIRBANKS**

MAU Summary

	Rural College	Rural Education	Kuskokwim College	NW College
Personal Svcs	\$ 0.00	\$ 7,200.00	\$ 0.00	\$ 0.00
Travel	0.00	0.00	0.00	0.00
Contractual	900.00	8,700.00	5,400.00	16,500.00
Supplies	0.00	0.00	1,200.00	0.00
Equipment	0.00	0.00	0.00	0.00
Miscellaneous	0.00	0.00	0.00	0.00
TOTAL	\$ 900.00	\$ 15,900.00	\$ 6,600.00	\$ 16,500.00

	Chukchi College	Fairbanks Campus	Fisheries	TOTAL UAF
Personal Svcs	\$ 0.00	\$ 56,970.00	\$ 3,742.00	\$ 67,912.00
Travel	0.00	0.00	0.00	0.00
Contractual	14,400.00	24,029.00	575.00	70,504.00
Supplies	300.00	128,503.00	1,059.00	131,062.00
Equipment	0.00	0.00	0.00	0.00
Miscellaneous	0.00	0.00	0.00	0.00
TOTAL	\$ 14,700.00	\$ 209,502.00	\$ 5,376.00	\$ 269,478.00

RURAL COLLEGE

Personal Svcs	\$ 0.00
Travel	0.00
Contractual	900.00
Supplies	0.00
Equipment	0.00
Miscellaneous	0.00
TOTAL	\$ 900.00

Rural College is requesting \$900 to cover additional costs for electricity (\$100), fuel oil (\$600) and snow removal (\$200) for the Bristol Bay Campus

RURAL EDUCATION

Personal Svcs	\$ 7,200.00
Travel	0.00
Contractual	8,700.00
Supplies	0.00
Equipment	0.00
Miscellaneous	<u>0.00</u>
TOTAL	\$ 15,900.00

The personal services request for Rural Education (\$7,200) represents the amount necessary to retain support staff in the regional centers for an additional pay period. The official close of the semester has been rescheduled for May 19, making it necessary to have secretarial support through May 26. (otherwise the staff would have terminated on May 15, 1989)

The contractual services represents \$8,700 in unbudgeted cold weather related costs for vehicle repairs (\$500), fuel oil (\$3,200) and in charges associated with the rescheduling of distance delivery and teleconferenced courses (\$5,000).

Telephone toll charges were greatly increased due to inclement weather. This is due to the multiple calls to each student regarding delayed book deliveries, relaying audioconference bridge numbers that did not arrive in the mail, delaying the start of classes, etc.

KUSKOKWIM CAMPUS

Personal Svcs	\$ 0.00
Travel	0.00
Contractual	5,400.00
Supplies	1,200.00
Equipment	0.00
Miscellaneous	<u>0.00</u>
TOTAL	\$6,600.00

Kuskokwim College is requesting \$5,400 because of unbudgeted costs to install unit heaters in the utilidor and sprinkler room, install freeze alarms in the mechanical room and at various points in the utilidor, and the necessity of making modifications to the outside air supply system in the dormitory mechanical room because of the extreme weather.

Kuskokwim College requests \$1,200 to cover the cost of supplies necessary for the dormitory mechanical room air supply system modification. Modifications to the dormitory building were required due to the harsh weather conditions. These modifications included installation of unit heaters in the utilidor and the sprinkler room the installation of freeze alarms in the mechanical room and at various points in the utilidor and the redesign and modification of the outside air supply system to the mechanical room.

NORTHWEST CAMPUS

Personal Svcs	\$	0.00
Travel		0.00
Contractual		16,500.00
Supplies		0.00
Equipment		0.00
Miscellaneous		0.00
TOTAL	\$	16,500.00

Northwest College requests \$16,500 for repairs due to frozen water and sewer lines (\$4,500), additional snow removal (\$500) and for increased audio conference costs (\$11,500) due to rescheduling classes. A total of fourteen classes were postponed two weeks because of the weather. (The following classes were affected: ACCT 101, ANL 388, ART 262, BA 151, ED 310, ED 346, ENGL 111, GEOG 205, HIST 132, LING 101, MATH 131, PSY 240, SOC 101, SPAN 393)

CHUKCHI CAMPUS

Personal Svcs	\$	0.00
Travel		0.00
Contractual		14,400.00
Supplies		300.00
Equipment		0.00
Miscellaneous		0.00
TOTAL	\$	14,700.00

Chukchi College has \$14,400 in unbudgeted costs related to the cold weather for fuel oil (\$5,000), plumbing repairs due to freezing (\$6,000), audio conference costs to notify students of rescheduled class (\$2,000), vehicle repairs (\$900) and increased electricity usage (\$500).

Chukchi College requests \$300 to cover the additional gasoline used by vehicles due to the increased need for idling and warm-up time during the cold weather.

FAIRBANKS CAMPUS

Personal Svcs	\$ 56,970.00
Travel	0.00
Contractual	24,029.00
Supplies	128,503.00
Equipment	0.00
Miscellaneous	<u>0.00</u>
TOTAL	\$209,502.00

UA Fairbanks is requesting \$56,970 in personal services to cover costs for overtime to maintain heating systems, install supplemental heating units, thaw and repair water and waste water systems, and maintain twenty-four hour monitoring of facilities during the extremely cold weather. Average weekly overtime for the six and one-half months prior to the onset of the cold weather was 44 hours per week. From January 14 through February 4, the overtime hours directly related to maintaining facilities through the cold weather totaled 1,266. This is in addition to the average overtime which was expected.

UA Fairbanks requests \$24,029 for unbudgeted physical plant and safety and security vehicle repairs (\$9,029), for repair of damages to the library because of frozen pipes and flood damage from burst pipes (\$11,500), and flood damage in Signers' Hall (\$3,500).

<u>Fire Department</u>		<u>Security</u>	
Tanker I	2,933.92	Vehicle repairs	1,117.87
Hurst Tool	190.00	Muffler repair	100.00
Utility Pick-up	723.87	Flares	107.28
Ventilation saws	180.40	Personnel	
Positive pressure fan	86.00	(Ft. WW incident)	20.65
Rescue van	600.00	Cold weather gear	439.24
Anti-freeze (drum)	440.00	Radio case repair	40.00
Door panels, window	1,800.00		
Engine door strap	100.00		
Tubing line	150.00		

UA Fairbanks incurred \$46,150 in unbudgeted supply costs for weather stripping and insulating materials, heating units and supplies used for maintaining the heating system and in the repair and maintenance of the water and waste water systems. The campus also used an additional \$19,616 in coal and \$62,737 in oil during the extreme weather. There were 498 additional tons of coal used during the cold weather at \$39.39/ton, and 102,596 additional gallons of fuel oil at \$.6115/gallon.

The following information reflects the additional fuel expenses incurred due to the lower than normal temperatures during the month of January 1989.

Fuel Usage Historical

January 1984	Coal	=	6123.7	Oil	=	46,100
January 1985	Coal	=	5088.1	Oil	=	1,640
January 1986	Coal	=	5345.6	Oil	=	17,000
January 1987	Coal	=	5482.6	Oil	=	34,660
January 1988	Coal	=	5791.0	Oil	=	18,720
5-year average	Coal	=	5566.2	Oil	=	23,624G
Extra Usage 1989	Coal	=	6064.2 - 5566.2	=		498 Ton

498 Ton x 39.39 = \$19,616

Oil = 126,220 - 23,624 = 102,596 Gallons

102,596 x .6115 = \$62,737

Total additional expenses for fuel for January 1989 = \$82,333

SCHOOL OF FISHERIES

Personal Svcs	\$ 3,742.00
Travel	0.00
Contractual	575.00
Supplies	1,059.00
Equipment	0.00
Miscellaneous	<u>0.00</u>
TOTAL	\$5,376.00

The School of Fisheries and Ocean Science is requesting \$3,742 in personal services to cover overtime costs for thawing and repairing frozen and burst pipes and drains at the apartments, thawing frozen locks at the Rae Building, and keeping an emergency generator operating in addition to thawing frozen pipes and drains at the tank farm in Seward (Marine Center).

The School of Fisheries and Ocean Sciences requests \$575 to cover the unbudgeted contractual costs of thawing frozen water and sewer lines at the Cordova Marine Advisory Program site.

The School of Fisheries and Ocean Science requests \$1,059 to cover the cost of supplies used in the repair and maintenance which took place at the Seward tank farm.(Marine Center)

COST OF SEVERE WEATHER CONDITIONS
UNIVERSITY OF ALASKA SOUTHEAST

The University of Alaska Southeast is requesting \$28,800.00 of additional General Funds to cover the additional costs incurred due to the extreme weather conditions. The request is detailed as follows:

	UAS
Personal Services	\$15,400
Travel	0
Contractual Services	8,200
Supplies	5,200
Equipment	0
Miscellaneous	<u>0</u>
Total	\$28,800

Additional personal services costs were incurred as follows:

Snow removal from roads, streets and parking (utilized regular and overtime hours of regular employees)	\$ 8,100
Snow removal from roofs (used job service)	2,400
Thawing and damage repair of Novatney	2,411
Thawing and damage repair of Mourant	<u>2,465</u>
Total Personal Services	\$15,376

Contractual services costs were as follows:

Vehicle/Equipment repair due to heavy use in snow removal	\$ 1,200
Extractions/shampoo equipment used in repairs to Mourant (1)	835
Electricity Surcharge due to the avalanche	<u>6,164</u>
Total Contractual Services	\$ 8,199

Additional supply costs were as follows:

Fuel, sand and salt used for snow removal	\$ 2,140
Fuel and tools for roof top snow removal	175
Replacement of damaged pipes in Novatney	1,300
Replacement of damaged pipes in Mourant	<u>1,612</u>
Total Supplies	\$ 5,227

Total University of Alaska Southeast	\$28,800
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Note (#1) Electricity surcharge was provided through consultation with Mr. David Stone of Alaska Electric Light & Power.

Explanation of Extraordinary Snow Removal Costs

The original budgeted FY89 cost to maintain the UAS campus sites clear of ice and snow was estimated using total area to be maintained, the U.S. National Weather Service 30 year snowfall average for Juneau, the average number of man hours (regular and overtime) needed to remove that volume and the average salary of those doing the task.

Shown below are the estimated actual costs to date, the FY89 budget for snow removal and the differences.

	<u>FY89 BUD</u>	<u>ACTUAL TO</u>	<u>DIFF</u>
Labor	\$8,300.00	\$16,400.00	\$(8,100.00)
Material	1,400.00	3,500.00	(2,100.00)
Service	<u>2,000.00</u>	<u>3,200.00</u>	<u>(1,200.00)</u>
Total	\$11,700.00	\$23,100.00	\$(11,400.00)

The estimated total increased cost for snow removal above budget is \$11.4K.

In regards to the removal of snow from roof tops, the calculated actual snow load on our roofs was 32 pounds per square inch when it was decided to employ Job Service temporary employees to lighten the loads. Removal was a safety measure employed only once before in 13 years at UAS. It was not budgeted for in FY89. The weather moderated after removal began and therefore the effort was discontinued as soon as long term weather forecasts made it seem no longer necessary.

University

GEOPHYSICAL INSTITUTE

SEISMIC MONITORING PROGRAM

	Expended thru 3/31/89	Obligated by 3/31/89	Needed thru 6/30/89	Total
Salaries	42,000.69			42,000.69
Staff Ben.	7,749.50			7,749.50
Travel	8,874.43			8,874.43
Service Centers	92,641.12	2,237.56	6,000.00	100,878.68
Services	14,073.84	15,374.65	3,000.00	32,448.49
Supplies	21,379.81	10,668.40	1,000.00	33,048.21
Equipment	0	0	0	0
	=====	=====	=====	=====
TOTALS	186,719.39	28,280.61	10,000.00	225,000.00

The above table summarizes the status of the earthquake and volcano monitoring program at the Geophysical Institute as of 3/31/89. As of the end of March we have taken all staff off of the project to reduce the total FY89 obligation. There are, nevertheless some continuing expenses to keep the data flowing during the next three months. These are shown in the column labeled "Needed thru 6/30/89", and represent the absolute minimum we need to maintain the capability to respond in an emergency.

For further information contact:

Dr. John N. Davies
474-6166



RECEIVED
MAR 31
BUDGET REVIEW

March 27, 1989

Ms. Janet Clark
Office of Budget Review
Office of Management and Budget
PO Box AM
Juneau, Alaska 99811

Dear Janet:

I write to you on the 25th anniversary of the great Good Friday Earthquake to provide you with the materials we discussed which explain the existing Geophysical Institute Earthquake and Volcano monitoring program. The Governor has asked for a FY89 supplemental of \$300,000 for this program and the UA Board of Regents have given their approval. We are quite concerned about this appropriation.

This is not a new program! The funds earlier went to the Division of Geological and Geophysical Surveys of DNR and were cut two years ago in an economy move. With this cut, John Davis, the DGGs seismologist, had his position bumped by his superior (as required in the union contract) so no seismologist remained in DGGs.

The Geophysical Institute, who had received funds from DGGs for several years through RSA's to operate the seismic event recording network for DGGs, hired Davies to keep this important program alive. DGGs agreed to transfer the funds remaining in the cut program (\$131,500) to the Geophysical Institute to keep the program barely alive.

Also that year, Davis and Koponen introduced a bill to establish the position of State Seismologist and place it at the University. The bill passed (HB54) but the fiscal note failed to pass and by that time it was too late to request funds for FY89.

The result of this all was that the State Seismologist was created at the Geophysical Institute and had money left to operate the office but none to get the seismic information he needed to do the work required of the position. We limped along just collecting data and are now two years behind in data analysis and many of our field stations need repair.

This past year we received \$250,000 from the US Geological Survey to operate an expanded volcano and seismic program called the Alaska Volcano Observatory. State operation of the seismic net is our contribution to the expanded program.

The seismic network gathers data which is analyzed at the Geophysical Institute to understand what is going on at the time of earthquakes and volcanic eruptions, to be able to estimate the probability of hazard to life and property, to be able to provide appropriate construction standards for structures and to learn enough in the long run to be able to predict earthquakes. In addition the data is used for basic research into the processes of the earth.

Geophysical Institute, University of Alaska
Fairbanks, Alaska 99775-0800

PHONE: 907-474-7558 TELEX: 35414 GEOPH INST FBK
FAX: 907-474-7290 TELEMAIL: GEOPH.INST.FBK

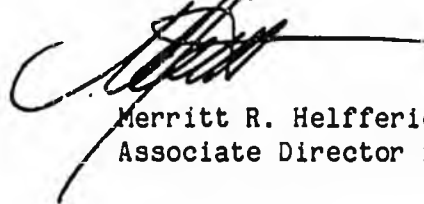
Breaks in the data recording create problems in understanding what is happening. It would be very much like the situation you would encounter if you left a room where two people were starting an important discussion about your future and you came back later to hear them talking about the weather. Trying to understand what had happened while you were gone just from the pieces you heard would be very difficult.

It is that way with seismic records. Since seismic events in specific areas happen on a period of up to hundreds of years or more, if one misses the event while the recorders are shut down one would have to wait for hundreds of years more to see it happen again. There are other problems as well such as not detecting a major volcanic eruption or earthquake in time to give warning of potential hazard.

The Geophysical Institute feels it is in great fiscal jeopardy here. The seismic program constitutes 10% of our state funded budget. We undertook to continue this program with the Governor's support. The way we are going if the supplemental does not come and we do not act pretty soon to close down the net and lay off people we will have thrown ourselves into deficit. Further the program we are operating has important public safety implications. Attached is a resolution by the State Natural Hazard Safety Council expressing their support for this funding.

Please assist us in any way you can in this issue.

Sincerely,



Merritt R. Helfferich
Associate Director for Administration

MH/jh

Attachment

cc: Syun-Ichi Akasofu
John Davies
Neta Stilkey

STATE OF ALASKA

STEVE COWPER, GOVERNOR

**DEPARTMENT OF MILITARY
AND VETERANS AFFAIRS**
ALASKA DIVISION OF EMERGENCY SERVICES

3501 E. BOGARD RD.
WASILLA, AK 99687
PHONE (907) 249-1370
(907) 376-2337

March 3, 1989

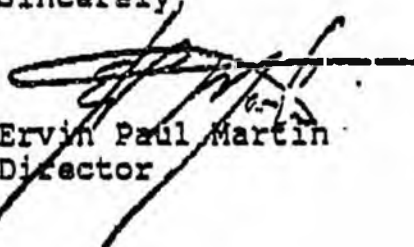
The Honorable Lyman Hoffman
Co-Chairman, House Finance Committee
Alaska House of Representatives
P.O. Box V, MS 3100
Juneau, AK 99811

Dear Representative Hoffman:

In my role as Chairman of the Natural Hazard Safety Council, I am conveying Resolution No. 1 which was unanimously passed by the Council on February 23, 1989. The Resolution supports the Governor's request for full funding of the State of Alaska Earthquake and Volcano Monitoring Program as it appears in Section 47 of House Bill No. 154 and page 69 of the "short-form" of the Governor's FY 90 Budget Request.

The eleven-member Natural Hazard Safety Council has been established under the Department of Military and Veterans Affairs and it is composed of representatives of the private and public sectors. One of the roles of the Council is to serve as an advisor to the Adjutant General, the Legislature and the Governor on matters of warnings, preparedness and mitigation for earthquakes, volcanos, tsunamis, floods, avalanche (and other slides), weather related storms and other natural hazards. Since many hazards are inter-related, the Council takes a multi-hazard approach.

Sincerely,


Ervin Paul Martin
Director

Enclosure: as stated

cc: House Finance Committee:

Ron Larson, Co-Chairman
C. E. Swackhammer, Vice Chairman
Kay Brown, Member
Niilo Koponen, Member
Fran Ulmer, Member
F. Kay Wallis, Member
Ramona Barnes, Member
Randy Phillips, Member

REASONS FOR MAINTAINING AND IMPROVING THE STATEWIDE SEISMIC NETWORK

Seismic Zone Map for Alaska in the Uniform Building Code

The Uniform Building Code, written by the International Conference of Building Officials in Whittier, California, is adopted by most municipalities in the western US as their local code. The Seismic Zone Map for Alaska divides the state into 5 zones of increasing levels of earthquake hazard. When moderate sized buildings (like schools, for example) are designed, they are strengthened to withstand earthquakes according to the zone in which they are to be built.

A few years ago a new map for Alaska was proposed by the folks from Whittier. It was a disaster for our state. On the one hand, it would have changed Fairbanks and most of the towns in Southeast from zone 2 or 3 to zone 4. The cost of this designation in terms of unnecessary strengthening of buildings would have been about 10 million dollars per year. On the other hand, it would have redesignated some areas of western Alaska where there have been magnitude 7 earthquakes as zone 0. Buildings built there would not be designed to withstand even moderate earthquakes.

Alaska, through the State Seismologist, objected to this proposed zone map and proposed an alternative that more closely matched the actual earthquake hazard. That alternative map was adopted for the 1988 Uniform Building Code.

Earthquake Activity Beneath Mt. Dutton near King Cove

On July 7, 1988 a series of small earthquakes began near King Cove, a fishing village near the tip of the Alaska Peninsula. Several of the events were greater than magnitude 3.5 and were strongly felt by area residents. The Alaska Volcano Observatory (for which the Statewide Seismic Network plays an important role in monitoring volcano activity) and the state Division of Emergency Services received many calls from people concerned about the possible eruption of Mt. Dutton, approximately 9 miles north of King Cove. Indeed, some residents of the village were leaving town and many wanted to know if they too should leave.

Preliminary locations of the earthquakes using stations of the regional network operated by Lamont-Doherty Geological Observatory placed them near Mt. Dutton but were not accurate enough to positively associate them with the volcano. State seismologists installed a temporary station on the southern flank (in addition to the regional ones) and observed a migration of activity toward the volcano which heightened concern that an eruption was possible. The Governor's Office provided funds that allowed a telemetry link to bring data from the new station plus that from the Lamont-Doherty network to Fairbanks so that activity could be monitored around the clock.

During July and August there were three swarms of activity with rates as high as 200 events per day, but no evidence of an impending eruption, so state officials continued to advise the people of King Cove not to evacuate. By the end of August, seismic activity had waned to a few events per day, and it appeared likely that the danger of an eruption had passed. The telemetry link and intensive monitoring were discontinued in October.

The Gulf of Alaska Earthquakes of November, 1987 and March, 1988

In October and November of 1987 there were unusual numbers of earthquakes in Southcentral and Southeastern Alaska, including several events near Haines and a magnitude 6.9 event in the Gulf that were felt in Juneau. A tsunami warning was issued following the latter earthquake. A memo from the State Seismologist to the Governor on November 24 stated that due to increased earthquake activity, "...there is a slightly increased risk of a large event (and) people should be somewhat more prepared than normal for this eventuality. Therefore, I recommend...that an alert be issued to emergency service officials and a low-key message reminding the public of the general earthquake hazard in their area be issued by...your office..."

On November 30, 1987 a magnitude 8.0 earthquake occurred in the Gulf and another on March 6, 1988. Fortunately, these events were too far offshore to cause direct onshore damage, and because the fault motion was horizontal, a large tsunami was not generated. However, we had prepared a large number of people for a possible earthquake (as evidenced by the response to the tsunami warnings that accompanied each of the large Gulf events) and as a result they were more likely to have survived had serious damage occurred.

The March 1986 Eruption of Augustine Volcano

In July, 1985 the Seismic Network observed a swarm of small earthquakes beneath the summit of Augustine. These events were too small to be observed by seismic stations off of Augustine Island. Because these events were reminiscent of a similar swarm

which occurred 9 months prior to the 1976 eruption of Augustine, this activity was closely monitored.

In February and early March scientific colleagues were notified that Alaskan seismologists felt an eruption was likely. In March, formal briefings were held for the FAA, U.S. Air Force, and the State Division of Emergency Services to alert them.

On March 27, Augustine erupted. State seismologists began 24-hour per day monitoring and issued a press release warning of likely hazards. Hourly updates were provided to the state Division of Emergence Services, the Governor's Office, the Municipality of Anchorage, the Kenai Borough Office of Emergency Preparedness, the FAA, the U.S. Air Force and many other officials as well as handling hundreds of calls from the press.

There was concern that a major collapse of the volcano would generate a tsunami that would affect coastal areas around Homer. During the course of the eruption funds from the National Science Foundation were obtained to model this process to verify the threat and to delimit the geographical area that was at risk. Alaskan seismologists organized and participated in several public meetings in Homer which gave officials and the public there an accurate assessment of the situation.

Seismicity in Alaska

Because Alaska is one of the most earthquake-prone areas in the world, seismic information is essential for public safety, sound economic development, and knowledge of our physical environment. In the long run, a comprehensive, continuous seismic record is necessary for an accurate picture of Alaska's seismicity. Alaskans cannot find out what they need to know about earthquakes in our state without a seismic monitoring program. Questions from state residents demonstrate the need for information on seismic hazards:

I plan on building a house in Bethel; do I have to worry about earthquake damage?

Should our school be built to withstand high, low, or moderate seismic hazards?

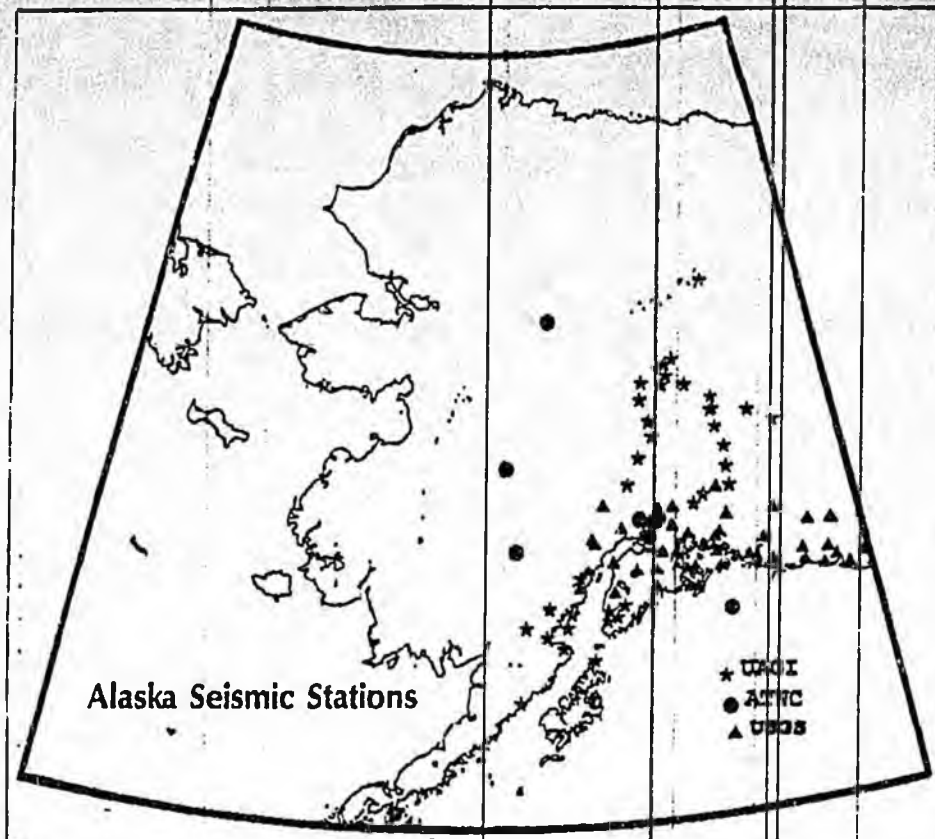
Dust from volcanic eruptions threatens aircraft in flight and on the ground. Can we be forewarned?

Is an earthquake-generated tsunami likely in our area of the coast?

Much of the information we have today can be credited to state-funded seismic monitoring. Continued monitoring will build on that foundation; an aggressive response to the need for seismic information will create a dependable base for many vital decisions Alaskans are making daily. The program is capable of saving both lives and millions of dollars in future losses. It has already saved Alaskans far more than has been expended.



This Anchorage home was destroyed during the 1964 earthquake.



State Monitoring and Public Safety

Seismic monitoring and associated expertise support vital public safety capabilities. This public service has not and will not be provided by federal agencies or other state agencies. Below are three examples of how the state seismologist's office, using information provided by monitoring, can respond when public safety is threatened by seismic events.

AUGUSTINE ISLAND—Using seismic information and analysis, Alaska seismic network staff were able to warn the appropriate authorities of the impending eruption of Augustine volcano. The volcano erupted in March 1986. Precautions were taken to protect public health and property.

GULF OF ALASKA—The ability of seismic monitoring to help people prepare for tsunamis (giant sea waves) associated with major earthquake events was demonstrated in 1987 and 1988 when an unusual amount of earthquake activity occurred in southcentral and southeastern Alaska. Information provided by the state seismologist was used by emergency service personnel to prepare communities that might be affected.

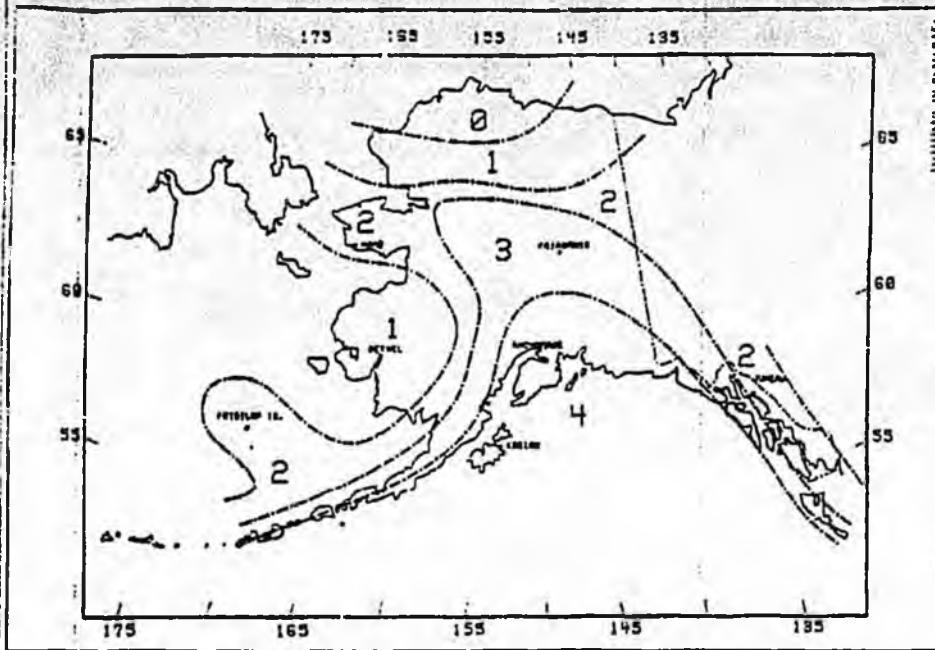
KING COVE, ALASKA—A costly and disruptive evacuation was avoided in July 1988, after seismologists determined that residents were not endangered

by a potential eruption of Mt. Dutton volcano. King Cove, a fishing village near the tip of the Alaska Peninsula, is approximately nine miles from the volcano.

The Alaska Volcano Observatory program allows scientists to monitor Augustine and other hazardous volcanoes. Its operation depends in part on seismic monitoring provided by the state-funded seismic network.

AVO is a joint project of the Geophysical Institute, the Alaska Division of Geological and Geophysical Survey, and the U.S. Geological Survey (USGS). Federal funding provides \$500,000 annually for AVO operations in Alaska. The funding was secured after the disruptive 1986 eruption of Augustine, the fourth in this century. The state-funded seismic monitoring program is a key part of the AVO project.

Through AVO, scientists will keep a closer watch on some of the more dangerous volcanoes in Alaska, particularly those in the Cook Inlet region. Major concerns relate to the safety of individuals, communities, and aircraft. Instrumentation of dangerous volcanoes, one by one, is underway. AVO also promotes interagency cooperation on work related to volcanoes and earthquakes in Alaska.



The seismic zone map indicates hazards of: 0, no damage; 1, minor damage; 2, moderate damage; 3, major damage; 4, areas of zone 3 determined by proximity to certain major fault systems.

Alaska's Seismic Monitoring Program

Seismic information is obtained using monitoring stations to record ground motion or seismic waves. Determining depth and other characteristics of an earthquake requires records from at least three seismometers in different locations.

After ground motion is recorded by seismometers, the data is relayed for laboratory analysis of location and magnitude. Information obtained by the state-funded seismic network is made public by the state seismologist's office at the Geophysical Institute, University of Alaska Fairbanks.

The institute Seismic Monitoring Program operates a network of 40 seismic stations. Except for a few (at Nome, Barrow, Fort Yukon, and Juneau) they are located along the highway system in interior Alaska and around Augustine and Illamna volcanoes in lower Cook Inlet.

These locations were chosen to complement those of the USGS and the Alaska Tsunami Warning Center (ATWC). There is close cooperation between these two federal agencies and the state-supported network: they freely exchange seismic data and some Geophysical Institute stations are jointly operated with one or the other federal agency.

The three networks reflect distinct purposes. Immediately after a large earthquake, the tsunami warning center is responsible for issuing a timely alert to areas that might be affected by any potential tsunami. For this purpose, ATWC operates a few stations spread over the southern coastal regions of

Alaska; the Aleutian Island chain is the area where most tsunami-generating earthquakes occur. Because this network is sparse, it is not well suited to determine with great precision the location, depth, and cause of an earthquake.

The precision needed to associate an earthquake with a specific fault and understand its basic cause requires more dense networks like the regional ones operated by the USGS and the Geophysical Institute. The USGS network is concentrated in the Anchorage, Prince William Sound, Cordova, and Yakutat areas. The institute network is focused on the central interior and southern Cook Inlet areas.

To achieve a first step toward a genuine statewide network, the institute also operates some stations in northern, western, and southeastern Alaska; it also records data from some of the USGS and ATWC stations.

The collective capability of these monitoring stations is at present very spotty. In areas such as Fairbanks and Anchorage, earthquakes as small as magnitude one on the Richter scale can be located; in most remaining areas of Alaska, only earthquakes of magnitude 4 or larger can be located.

In these regions, it will take a very long period of continuous monitoring to acquire sufficient information to accurately assess earthquake hazards, and we must continue to defer any hope of predicting Alaskan earthquakes. Maintaining and improving the present monitoring capability is of vital importance to future understanding.

Earthquakes and Construction

Coupled with information on soil types and the location of geologic faults, long-term, continuous monitoring provides information necessary to moderate or mitigate the effects of large earthquakes. Because this information is used to create the Seismic Zone Map of Alaska in the Uniform Building Code, it has a direct impact on construction and economic development.

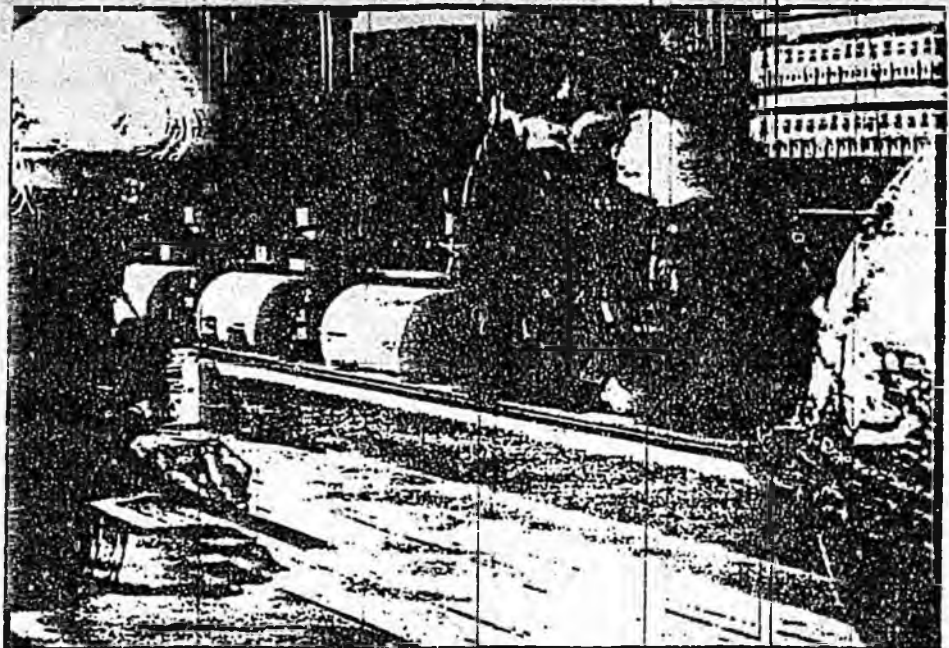
Written by the International Conference of Building Officials (Whittier, California), the building code is adopted by most municipalities in the western United States. The seismic map for Alaska divides the state into five zones that are defined by degree of earthquake hazard. Moderate-sized buildings like schools are designed to withstand earthquakes according to the local zone.

A recent proposal to change the seismic zone map for Alaska would have reclassified Fairbanks and most southeast Alaska towns from zone 2 or 3 to the more hazardous zone 4. The change would have cost builders approximately \$10 million a year for unnecessary strengthening of buildings. On the other hand, the proposed map would have put some areas of western Alaska, where there have been magnitude 7 earthquakes, into zone 0. Buildings there would not be designed to withstand even moderate earthquakes.

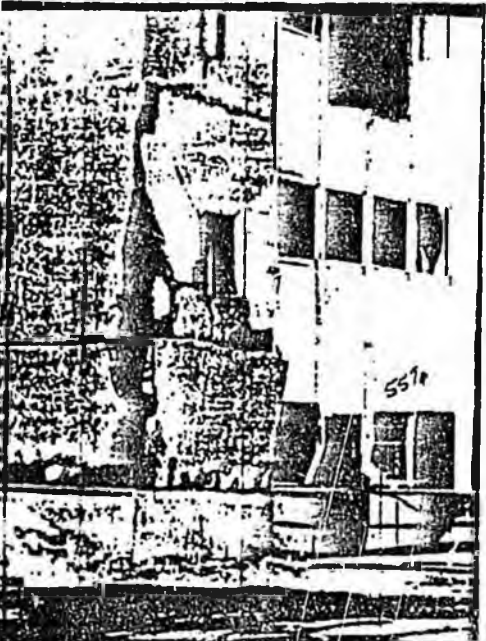
Based on Alaska's own seismic information, the state seismologist was able to suggest an alternate zone map that more closely matches the actual earthquake hazard. Fortunately, this alternative map has been included in the 1988 Uniform Building Code.

In another case, seismic information was the basis for an approximate \$1 million savings for a building on Alaska's North Slope, an area of low seismic risk. The information used to revise construction plans was provided by the state seismologist during the design phase of the project.

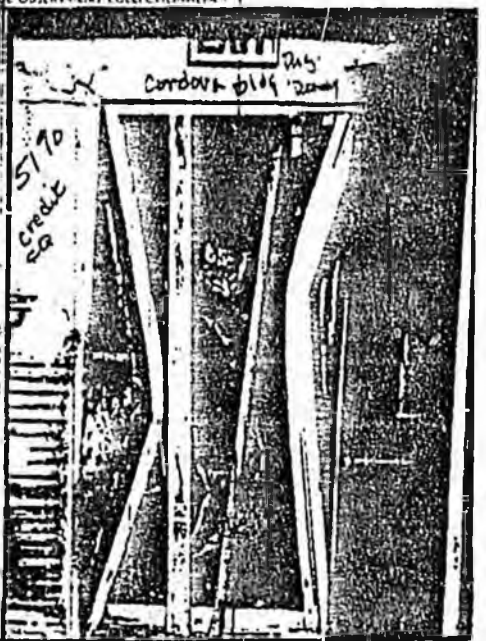
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GE OBSERVATORY COLLECTIONS/AFPA



GE OBSERVATORY COLLECTIONS/AFPA



Above: The seismology laboratory at the Geophysical Institute left, the aftermath of Alaska's 1964 earthquake: Government Hill School in Anchorage (above); (left) boats tossed ashore at Kodiak by the tsunami; the Cordova Building in Anchorage; The 1986 eruption of Augustine Volcano (bottom right). A doorway exits the Cordova Bldg.

Maintaining the Alaska Seismic Network

The state-supported seismic monitoring effort, based at the Geophysical Institute, includes the network of seismic monitoring stations, the seismology laboratory where data is analyzed, and the state seismologist's office (a state seismologist and support staff). The network and laboratory equipment now in place is valued at well over a million dollars.

For the current year, FY89, the governor has submitted a supplemental budget request for \$300,000 to continue funding the seismic monitoring operations. The initial budget request for continuing the program was \$320,000.

Prior to FY89, the state seismologist position and operation of the seismic network was funded by the state through the Alaska Division of Geological and Geophysical Surveys, which contracted with the Geophysical Institute for day-to-day operations. Although the seismic monitoring function was transferred to the Geophysical Institute beginning in FY89, operating funds for the network of seismic stations were not provided for the current fiscal year. With encouragement from the Governor's Office and other state and university officials, the Geophysical Institute has kept the monitoring program operational this year.

Through 12-31-88, the program has expended \$121,223 and projected expenditures through 6-31-89 are \$178,777. To date, no equipment has been purchased during the first six months of operation; serious equipment needs have been deferred until legislative approval of project funds.

Monitoring and Outside Funding

Although the Seismic Monitoring Program requires substantial state support, it also receives considerable funding from external grants and contracts. The state seismologist office (\$130,000) and the seismic monitoring network (\$300,000) are required for projects that annually generate \$700,000 in federal funding. The state seismic program has also been augmented by substantial one-time grants from other sources.

At the Geophysical Institute, solid earth research that depends on seismic monitoring annually attracts approximately \$200,000 in federal research funding. The Alaska Volcano Observatory is supported by \$500,000 in annual federal funding, of which \$100,000 directly funds seismic monitoring of volcanoes.

To enhance the Alaska monitoring effort, the Geophysical Institute was recently awarded a one-time, \$350,000 grant by the W.M. Keck Foundation of Los Angeles to equip a portable geophysical observatory: the main component will be a set of seismograph stations designed for quick deployment when major earthquakes or volcanic eruptions occur.

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John Davis

Geophysical Institute
Seismic Monitoring Program

	Expenses Thru 12-31-88	Anticipated Expenditures Jan. Thru June	Total Expended
Salaries	31,663	37,291	68,954
Staff Benefits	5,886	8,727	14,613
Travel	8,832	890	9,722
Service Centers	47,053	47,577	94,630
Services	13,089	12,726	25,815
Supplies	14,700	15,566	30,266
Equipment	<u>0</u>	<u>56,000</u>	<u>56,000</u>
TOTALS	121,223	178,777	300,000

The above is an accounting of the expenditures for the Seismic Monitoring Program at the Geophysical Institute for the first six months of FY1989.

The original request for funding to operate the program was: \$320,000.

No equipment has been purchased during the first six months of operation because we were not authorized any equipment purchases on this account. There are serious equipment needs which must be taken care of this fiscal year which have been deferred until legislative approval of the project funds.

Travel expenditures were higher than budgeted in the first six months due to unexpected repairs required in Homer and the cost of operations to monitor Mt. Dutton in King Cove.

Salaries expenditures have been less than one half the budget because of end of calendar year holidays and because the start of data analysis was delayed until fall 1988.

SEISMOLOGICAL FACTS ABOUT THE GREAT ALASKA EARTHQUAKE OF 1964

TIME & DATE - 5:36 PM, March 27, 1964 Alaska Standard Time. Seismologists give the time and date as 03:36:14.0 \pm 0.2, March 28, 1964 Coordinated Universal Time (CUT). CUT is the international time standard used by scientists, the military and others who need a global clock. This means that the origin time of the earthquake was 3 hours, 36 minutes, and 14 plus-or-minus 0.2 seconds on the morning of March 28, 1964 in Greenwich, England, which is located on the Prime Meridian.

MAGNITUDE - 9.2 on the Richter scale. Note: In 1977 the magnitudes of this and many other great earthquakes were recalculated to take into account energy radiated away from the epicenter by low-frequency waves. These low-frequency (or long-period) waves were not measurable with seismographs in use in 1964. As a result of this recalculation, the magnitude of the great Alaska earthquake of 1964 was increased from prior estimates of 8.4-8.6 to 9.2, making it the second largest earthquake ever recorded. The largest was a 9.5 earthquake in Chile in 1960.

EPICENTER - The epicenter was about 6 mi east of the mouth of College Fjord, at Latitude 61.04 \pm 0.05 $^{\circ}$ N, and Longitude 147.73 \pm 0.07 $^{\circ}$ W. This is approximately 55 mi west of Valdez and 73 mi east of Anchorage.

DEPTH - The point where the rupture began was about 17 miles deep within the crust below the epicenter.

INTENSITY - The maximum intensity reported was XI on the Modified Mercalli Intensity Scale, indicating major structural damage. The Modified Mercalli Intensity Scale is a rating of the amount of damage or how strongly the earthquake was felt at a particular location. It is a 12-point scale, usually given in Roman numerals ranging from I, not felt/no damage, to XII, total destruction/many lives lost. The area where there was significant damage caused by the 1964 quake covered about 50,000 sq. miles. Intensities of IV-V, felt by most people/minor damage, were reported as far away as Cold Bay, Bethel, McGrath, Kotzebue, Deadhorse, Ft. Yukon, Eagle, and Skagway. The area in which it was felt was about 500,000 sq. miles.

The strong ground motion in the Anchorage area lasted about four minutes and probably reached peak accelerations of 0.2 g. One g is the acceleration of gravity at the earth's surface. This long duration of shaking triggered many landslides and avalanches. Most of the damage in Anchorage was due to landslides from the bluffs along Knik Arm and Ship Creek.

LOSSES - Deaths: 115 in Alaska, 16 in Oregon and California.
Damage: 300-400 million dollars (1964).

CAUSE -

The inexorable northwestward motion of the Pacific plate at about 2-3 in per year causes the crust of southern Alaska to be compressed and warped, with some areas along the coast being depressed and other areas inland being uplifted. After periods of tens to hundreds of years, this compression is relieved by the sudden southeastward motion of portions of coastal Alaska as they move back over the subducting Pacific plate.

As a result of the 1964 quake, the Latouche Island area moved about 60 feet to the southeast. Also, the patterns of uplift and subsidence which had been slowly developing prior to the earthquake were suddenly reversed, with areas around Montague Island being uplifted 15-30 feet and areas around Portage down-dropped as much as 9 feet. The hinge line (line of no vertical change separating the uplift and subsidence zones) extended from near the epicenter in Prince William Sound to the SE coast of Kodiak Island. This vertical deformation affected an area of approximately 100,000 sq. miles.

WATER WAVES -

Much of the damage and most of the lives lost as a result of the 1964 quake were due to the effects of water waves. These were mainly of two kinds: the tsunami or open-ocean sea wave, generated by large-scale motion of the sea floor; and the local wave, generated by underwater landslides in bays or fiords.

The 1964 Alaska tsunami was the second largest ever recorded, again following only the one caused by the 1960 Chile earthquake. The greatest wave heights recorded at tide gauges in 1964 were (in feet): 7.6 at Yakutat; 14.3 at Sitka; 8.9 at Prince Rupert, B.C., Canada; 8.1 at Tofino, B.C., Canada; 13.0+ at Crescent City, California; 7.4 at San Francisco, California; 7.8+ at Ensenada, Mexico; and 12.5+ at Hilo, Hawaii. Of the 122 deaths attributable to the effects of the ocean, about half were due to the open-ocean tsunami: 4 at Newport Beach, Oregon; 11 at Crescent City, California; and about 51 in Alaska.

Local waves claimed at least 56 lives (and may have been responsible for other deaths): 31 in Valdez, 13 in Whittier, and 12 in Seward. Maximum heights reported for these waves were (in feet): 220 in Valdez Arm, 104 in Whittier, and about 30 in Seward.

Heights for other waves of uncertain origin were reported as follows (in feet): 90 at Chenega, 50-70 at Port Nellie Juan, 40 at Point Nowell, and 5 at Cordova. These heights are not all referenced to the same stage of the tide, but at these and many other communities, the wave arrived near high tide, causing the most possible damage.

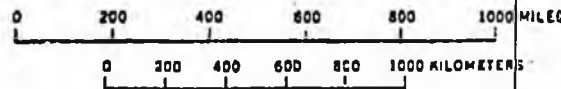
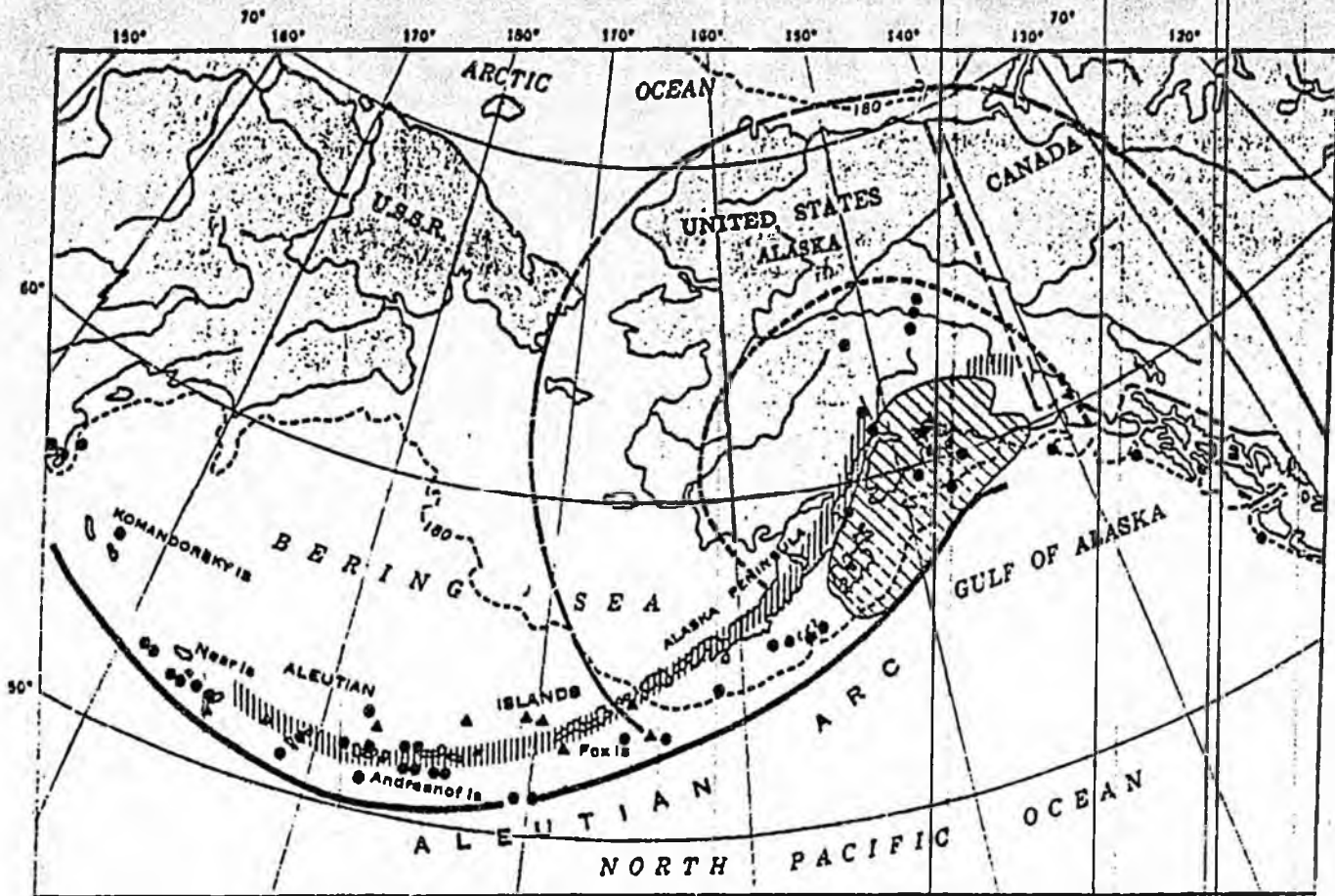
Seiches, a sort of sloshing of water back and forth in a small body of water like a boat harbor or swimming pool, were observed as far away as Louisiana where a number of fishing boats were sunk. Oscillations in the height of water in wells were reported from as far away as South Africa.

AFTERSHOCKS - The aftershock zone of this earthquake was about 150 mi wide (NW-SE) and extended about 490 mi from Prince William Sound to the SW end of Kodiak Island. The mainshock and its aftershocks occurred on a fault which is part of the boundary between the Pacific and North American plates. This fault surface extends from the trench in the Gulf of Alaska and dips at about 10 degrees to the NW. It reaches a depth of about 21 mi under Anchorage and increases in dip under Cook Inlet to reach a depth of 67 mi under the volcanos of the easternmost Aleutian Arc. The aftershocks ranged along this surface at depths from 12 mi beneath the Gulf of Alaska to 18 mi beneath the Kenai Peninsula and Kodiak Island.

Thousands of aftershocks were recorded in the months following the mainshock. In the first day there were 11 aftershocks with magnitude greater than 6.0 on the Richter scale; in the next three weeks there were 9 more. Smaller aftershocks continued for more than a year.

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EXPLANATION

- ★ Epicenter of the 1964 earthquake
- Approximate limit of human perceptibility
Dashed where inferred
- Approximate limit of landslides, avalanches, and ground cracks
- ////// Approximate area of major tectonic deformation
Dashed where inferred
- Shallow depth (<70 km)
- ▲ Intermediate depth (70-200 km)
- ▲ Large earthquake epicenters ($M > 7$) for period 1904-2
(From Gutenberg and Richter, 1954)
- Aleutian Trench
- ||||| Aleutian volcanic arc
- 180----- Approximate outer edge of continental shelf
Depth in meters

1.—Map of Alaska and adjacent areas showing the location of the 1964 earthquake, the area affected by the earthquake, epicenters of previous major earthquakes, belts of active volcanism, and the Aleutian Trench.

GEORGE PLAFKER
U.S. GEOLOGICAL SURVEY

Reprinted with minor changes from
U.S. Geological Survey Professional Paper 543-1,
"Tectonics of the March 27, 1964, Alaska Earthquake"

4/26

OIL SPILL

A M E N D M E N T

OFFERED IN THE HOUSE

BY BROWN

TO: CSHB 154 (2d Finance)

Page 1, line 8, after "years":

Insert "making supplemental and special appropriations related to the Exxon Valdez oil spill,"

Page 11, after line 8:

Insert new bill sections to read:

"* Sec. 58. (a) The sum of \$36,500,000 is appropriated from the general fund to the Office of the Governor for expenditures by state agencies that are necessary and appropriate, and that, in the best judgment of the attorney general, are reimbursable from third parties as Exxon Valdez oil spill related expenses for

(1) social, economic, and environmental assessments of the oil spill as set out in 43 CFR 11;

(2) other social, economic, and environmental assessments; and

(3) mitigation of the effects of the oil spill.

(b) The expenditure of funds for the purposes set out in (a)(2) and (3) of this section is conditioned upon the

(1) submission to the Legislative Budget and Audit Committee by the governor of a report setting out a procedure to ensure that all expenditures under (a)(2) and (3) of this section are necessary and appropriate and, in the best judgment of the attorney general, are reimbursable from

third parties as Exxon Valdez oil spill related expenditures; and

(2) approval of those procedures by the committee.

(c) The appropriation made by this section shall be allocated between the fiscal years ending June 30, 1989, and June 30, 1990.

(d) The unexpended and unobligated portion of the appropriation made by this section lapses February 15, 1990.

* Sec. 59. (a) The sum of \$3,500,000 is appropriated to the Department of Law for litigation costs associated with the Exxon Valdez oil spill.

(b) The unexpended and unobligated portion of the appropriation made by this section lapses February 15, 1990.

* Sec. 60. It is the intent of the legislature that funds appropriated under secs. 58 and 59 of this Act will not be used to develop long-term employees, and that all expenditures will be submitted to the Legislative Budget and Audit Committee for review. The departments expending funds under these sections shall ensure that positions needed to supervise the contractual services or perform necessary in-house tasks will be deleted upon completion of the project for which the position is needed. The departments expending funds under these sections for contractual or personal services shall ensure that Alaska residents are hired to perform the services to the maximum extent possible. It is also the intent of the legislature that funds appropriated for the Exxon Valdez oil spill related activities that are not expended or encumbered shall be carried forward to the following fiscal year; however, as soon as the activities are completed the remaining funds lapse back to the general fund. The governor shall report on compliance with this intent by the first day of the Second Session of the Sixteenth Alaska State Legislature in conjunction with a status