

LEGISLATIVE FINANCE-HOUSE / SENATE FINANCE COMM. FILES 8879

SB 225 cont. - SB 236 638 229

Position Title Clerk IV		No. of Positions	Range/Step 9A	Barg. Unit G
Time Status PPT	Staff Months 8.32	Location Anchorage		Election District 7
Type of Expenditure		Justification		
1	2	3		
Salary*	14.4	Processing criminal history record checks under AS 12.62.035 involves actions by a Clerk II, AAFIS Operator I, Clerk IV, and AAFIS Operator II.		
Benefits*	5.5	The additional workload connected with CSSB 225 (Jud) will require the equivalent of a part-time position (22.0 hrs/week).		
Premium Pay (Included in Above)		In spite of the immediate effective date of the bill, unless it becomes law early in the session, its program impact will not likely occur in FY90.		
Other		If this bill becomes law and this position is not approved, backlogs will increase; "interested persons" will not receive timely responses to their requests for criminal history records checks.		
Total Personal Services				
Travel				
Contractual	line hook up - \$1.5 Misc. - \$.3	1.8		
Commodities				
Equipment	Micro \$5.2 chair \$.8	7.0		
Other				
Total Cost		22.1		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	22.1		
Program Receipts/GF	1006			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU DPS Statewide Support
 COMPONENT AK Criminal Records & ID

Page 4 of 4
Revised Date

FY 91

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CSSB 225 (Jud) DRAFT
PUBLISH DATE: 4/26/89

FISCAL NOTE

REQUEST:

Revision Date: 4/21/89
Title: Access to Criminal Records

Agency Affected: Public Safety
BRU: DPS Administration

Sponsor: Senator Duncan
Requestor: Senate Judiciary

Component: Administrative Services

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES	2.2	13.3	13.3	13.3	13.3	13.3
TRAVEL						
CONTRACTUAL		1.8	.3	.3	.3	.3
SUPPLIES						
EQUIPMENT		7.0				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	2.2	22.1	13.6	13.6	13.6	13.6

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	2.2	22.1	13.6	13.6	13.6	13.6
FEDERAL FUNDS						
OTHER						
TOTAL	2.2	22.1	13.6	13.6	13.6	13.6

POSITIONS:

FULL-TIME						
PART-TIME	0	1	1	1	1	1
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

The Records and Identification Section operates the Alaska Automated Fingerprint Identification System (AAFIS) and maintains criminal history record information used by police and other criminal justice agencies. Because of the complexity of the research required to process criminal history record checks under AS 12.62.035, a part-time Clerk IV will be required to handle the 2,000 requests expected from the Department of Education for initial certifications each year. Existing AAFIS staff are not able to keep current with their present workload. Without additional staff to accommodate the predicted increase in workload, a criminal history record check for applicants may be delayed by several months.

(Analysis continued on attached)

JAC
4/21/89

Prepared by: M. J. Clemens
Division: Administrative Services

Phone: 465-4336
Date: 4/21/89

Approved by Commissioner: Y.G.H. Arthur English
Agency: Department of Public Safety

Date: 4/21/89

Department of Public Safety
FISCAL NOTE - CSSB 225 (Jud) DRAFT
(Analysis, continued - Page 2 of 4)

The Department of Education has estimated that they will submit about 2,000 requests for criminal history record checks annually in connection with the initial certification of school teachers in Alaska. These records checks are in addition to those requested by other interested persons under AS 12.62.035, such as the employers of day care providers. The provision of a criminal history record to a law enforcement or criminal justice agency is a relatively quick and simple process. Requests for records under AS 12.62.035 are much more time consuming and complicated to process.

The processing of a request for information under AS 12.62.035 begins with the interested party (or agency) sending a letter to Records and Identification explaining how they meet the definition of an "interested person" under the statute and requesting that records checks be performed on certain individuals. Two completed fingerprint cards, showing the interested party as the contributor, are submitted for processing.

The submitted fingerprint cards are searched in AAFIS for the existence of a fingerprint record. If a fingerprint record is identified, the Alaska Public Safety Information Network (APSIN) record for that person is then checked for the existence of a criminal history. The second fingerprint card, accompanied by a money order for \$14, is submitted by mail to the FBI Identification Division to check for an out-of-state criminal history.

Upon enactment of CSSB 225 (Jud), if an Alaskan criminal history arrest record was verified by fingerprints, it would be reviewed to determine if a felony or applicable misdemeanor conviction resulted. If so, the interested party and the applicant would be notified of the charge and disposition by mail. Unfortunately, about 25% of arrest records in Alaska do not have disposition information. In these cases, the court records must be researched to determine the outcome of the case. This can be a very time consuming process.

If the FBI fingerprint check results in the return of a "rap sheet", it must be carefully examined. Each arrest or offense reported must be checked for disposition information. A large proportion of the arrests shown on FBI rap sheets do not indicate a disposition. In this case the records division of the contributing state must be contacted by mail for disposition information.

Because of NLETS and NCIC regulations prohibiting the use of those systems for employment and licensing purposes, all of the contacts with out-of-state agencies must be conducted by mail. If a conviction is identified both the interested party and the applicant would be notified of the findings by mail. The fingerprint cards are returned to the contributor.

During the time that present AS 12.62.035 has been in effect, less than 1% of the criminal history record checks processed have resulted in convictions being reported to the interested party. However, about 11% of the records examined pursuant to requests under AS 12.62.035 contained serious criminal violations not reportable under present language. These have included convictions for attempted murder, felony assault, and drug sales.

Department of Public Safety
 FISCAL NOTE - CSSB 225 (Jud) DRAFT
 (Analysis, continued - Page 3 of 4)

Releasing conviction information as prescribed by CSSB 225 (Jud) will change the search time required in gathering and reporting arrest with convictions information to interested parties. The following are the computations for the times required for out-of-state checks:

- 1) 18% of the people checked have FBI rap sheets with arrest information.
- 2) 57% of these out-of-state records do not have disposition information.
- 3) Of the 2,000 estimated initial certification, 360 will have FBI rap sheets.
- 4) 15% are felonies and 60% of these do not have disposition information.
- 5) Therefore, $((360 \times .15) \times .60) = 32$ people with felony records that will require extensive researching.
- 6) 39% of the charges on the FBI rap sheet are misdemeanors.
- 7) 49% of these do not have disposition information, and 12% of the 49% involve drugs, contributing to the delinquency of a minor, and sex charges.
- 8) Therefore, $((360 \times .39) \times .12 \times .49) = 8$ people that will require extensive researching.
- 9) 46% we are not able to determine if the charge on the FBI rap sheet is a felony or misdemeanor. Of these, 63% do not have disposition information.
- 10) The following applies, $((360 \times .46) \times .63) = 104$ people requiring extensive researching.

Function	# Cards	Seconds	Hours
Search AAFIS	2,000	540	300
APSIN Search	2,000	96	53
AK Dispo Research	55*	4,080	62
Sort and Mail	4,000	14	16
Extensive research	144**	9,060	362
Research FBI rcds	61***	1,800	31
Transfer FBI raps	205	189	11
Sort other FBI	1,795	64	32
Total processing time			867

* $(2,000 \times .11) \times .25 = 55$

** $32 + 8 + 104 = 144$

*** $(2,000 \times .18) = 360 \times .57 = 205 - 144 = 61$

Position Title	Clerk IV		No. of Positions	Range/Step	9A	Barg. Unit	G
Time Status	PPT	Staff Months	5.5		Location	Anchorage	
					Election District	7	
Justification							
Type of Expenditure			Amount				
1		2		3			
Salary*		9.5		////////////////////			
Benefits*		3.8		////////////////////			
Premium Pay (Included in Above)		////////////////////		////////////////////			
Other		////////////////////		////////////////////			
Total Personal Services		////////////////////		13.3			
Travel							
Contractual		line hook up - \$1.5		1.8			
Commodities							
Equipment		Micro \$6.2 chair \$.8		7.0			
Other							
Total Cost		22.1					
Funding Source for Total Cost							
Federal Receipts		1002					
G.F. Match		1003					
General Fund		1004		22.1			
Program Receipts/GF		1005					
I-A Receipts		1007					
CIP Receipts		1061					
Other							
* Personal Services Salary and Benefits Costs are from PACS Scenario #2.							
Processing criminal history record checks under AS 12.62.035 involves actions by a Clerk II, AAFIS Operator I, Clerk IV, and AAFIS Operator II.							
The additional workload connected with SB 225 will require the equivalent of a part-time position (17.0 hours/week).							
Initial furniture and equipment costs would not be needed in future years.							
Due to the immediate effective date of the bill, assuming it becomes law about May 1, two months of personal services would be needed to pay unbudgeted overtime to existing staff who would have to handle requests prior to classification, recruitment, selection, and training of a new position.							
Without approval of this position, backlogs will develop; "interested persons" will not receive timely responses to their requests for criminal history records checks.							

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU DPS Administration
 COMPONENT Administrative Services

Page 4 of 4
 Revised Date

FY 90

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SB 225 (c)
PUBLISH DATE: 4/26/89

AD

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Access to Criminal Records

Agency Affected: Public Safety
BRU: DPS Administration

Sponsor: Senator Duncan
Requestor: Senate Judiciary

Component: Administrative Services

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES	3.0	18.2	18.2	18.2	18.2	18.2
TRAVEL						
CONTRACTUAL		1.8	.3	.3	.3	.3
SUPPLIES						
EQUIPMENT		7.0				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	3.0	27.0	18.5	18.5	18.5	18.5

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	3.0	27.0	18.5	18.5	18.5	18.5
FEDERAL FUNDS						
OTHER						
TOTAL	3.0	27.0	18.5	18.5	18.5	18.5

POSITIONS:

FULL-TIME						
PART-TIME	0	1	1	1	1	1
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

SB 225 will substantially increase the workload of the Records and Identification Section, which operates the Alaska Automated Fingerprint Identification System (AAFIS). Because of the complexity of the research required to process criminal history record checks under AS 12.62.035, a part-time Clerk IV will be required to handle the 4,500 requests expected from the Department of Education annually.

Prepared by: M. J. Clemens
Division: Administrative Services

Phone: 465-4336
Date: 4/12/89

Approved by Commissioner: Arthur English
Agency: Department of Public Safety

Date: 4/12/89

Department of Public Safety
SB 225 FISCAL NOTE
(Analysis, continued - Page 2)

The Department of Education has estimated that they will submit about 4,500 requests for criminal history record checks annually in connection with the certification and recertification of school teachers in Alaska. These records checks are in addition to those requested by other interested persons under AS 12.62.035, such as the employers of day care providers. The provision of a criminal history record to a law enforcement or criminal justice agency is a relatively quick and simple process. Requests for records under AS 12.62.035 are much more time consuming and complicated to process.

The processing of a request for information under AS 12.62.035 begins with the interested party (or agency) sending a letter to Records and Identification explaining how they meet the definition of an "interested person" under the statute and requesting that records checks be performed on certain individuals. Two completed fingerprint cards, showing the interested party as the contributor, are submitted for processing.

The submitted fingerprint cards are searched in AAFIS for the existence of a fingerprint record. If a fingerprint record is identified, the Alaska Public Safety Information Network (APSIN) record for that person is then checked for the existence of a criminal history. The second fingerprint card, accompanied by a money order for \$14, is submitted by mail to the FBI Identification Division to check for an out-of-state criminal history.

Upon enactment of SB 225, if an Alaskan criminal history arrest record was verified by fingerprints, it would be reviewed to determine if a conviction resulted. If so, the interested party and the applicant would be notified of the charge and disposition by mail. Unfortunately, about 25% of arrest records in Alaska do not have disposition information. In these cases, the court records must be researched to determine the outcome of the case. This can be a very time consuming process.

If the FBI fingerprint check results in the return of a "rap sheet", it must be carefully examined. Each arrest or offense reported must be checked for disposition information. A large proportion of the arrests shown on FBI rap sheets do not indicate a disposition. In this case the records division of the contributing state must be contacted by mail for disposition information.

Because of NLETS and NCIC regulations prohibiting the use of those systems for employment and licensing purposes, all of the contacts with out-of-state agencies must be conducted by mail. If a conviction is identified both the interested party and the applicant would be notified of the findings by mail. The fingerprint cards are returned to the contributor.

During the time that present AS 12.62.035 has been in effect, less than 1% of the criminal history record checks processed have resulted in convictions being reported to the interested party. However, about 11% of the records examined pursuant to requests under AS 12.62.035 contained serious criminal violations not reportable under present language. These have included convictions for attempted murder, felony assault, and drug sales.

Department of Public Safety
SB 225 FISCAL NOTE
(Analysis, continued - Page 3)

Releasing all conviction information, as allowed by SB 225, is expected to reduce the amount of search time required to gather and report conviction information to interested parties from 151 minutes for out-of-state checks to about 30 minutes. The number of out-of-state checks found to have arrest information is about 18%. About 57% of the arrests on the FBI rap sheets do not show final disposition information. These out-of-state arrests will need to be researched to acquire the final disposition information. The information from the out-of-state agencies and the FBI rap sheet will have to be transferred to a form that will report only arrest with conviction information for mailing to the interested party and the applicant. The time required to conduct an in-state check is expected to decrease from 68 minutes to about 30 minutes. However, the number of state checks will increase considerably under the bill.

In summary, the number of out-of-state and in-state records that will require tracking, researching, and reporting will increase, but the amount of time required to conduct these tasks will decrease somewhat. Existing AAFIS staff are not able to keep up with their present workload. The primary objective of DPS's Records and Identification Section is to maintain and update criminal history record information used by police and other criminal justice agencies. While processing applicant criminal history record checks is an important function, it must take secondary priority to the Department's law enforcement mission. Without additional staff to accommodate the predicted increase in workload, the effectiveness of a criminal history records check for applicants would be diluted by substantial delays--which may reach several months.

At a minimum, an additional part-time clerk will be required to handle the increased workload expected to result from the passage of SB 225.

Position Title	Clerk IV		No. of Positions	Range/Step	9A	Barg. Unit	G				
Time Status	PPT	Staff Months	7.5		Location	Anchorage	Election District	7			
Type of Expenditure				Amount							
1				2				3			
Salary*				13.0				////////////////////			
Benefits*				5.2				////////////////////			
Premium Pay (Included in Above)				////////////////////				////////////////////			
Other				////////////////////				////////////////////			
Total Personal Services				////////////////////				18.2			
Travel											
Contractual				line hook up - \$1.5				1.8			
Commodities											
Equipment				Micro \$6.2 chair \$.8				7.0			
Other											
Total Cost								27.0			
Funding Source for Total Cost											
Federal Receipts				1002							
G.F. Match				1003							
General Fund				1004				27.0			
Program Receipts/GF				1005							
I-A Receipts				1007							
CIP Receipts				1061							
Other											
* Personal Services Salary and Benefits Costs are from PACS Scenario #2.											
Justification											
Processing criminal history record checks under AS 12.62.035 involves actions by a Clerk II, AAFIS Operator I, Clerk IV, and AAFIS Operator II.											
The additional workload connected with SB 225 will require the equivalent of a part-time position (23.5 hours/week).											
Initial furniture and equipment costs would not be needed in future years.											
Due to the immediate effective date of the bill, assuming it becomes law about May 1, two months of personal services would be needed to pay unbudgeted overtime to existing staff who would have to handle requests prior to classification, recruitment, selection, and training of a new position.											
Without approval of this position, backlogs will develop; "interested persons" will not receive timely responses to their requests for criminal history records checks.											

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU DPS Administration
 COMPONENT Administrative Services

Page 4 of 4
 Revised Date

FY 90

S B

L R O

SENATE COMMITTEE REPORT

FURTHER

3/31/89

DATE TURNED INTO OFFICE 4/6/90

Mr. President:

FINANCE Committee considered SB 230

compensation of justices and judges; efd

and recommended

- replace with CS SB 230 (Finance) same title
- or adopt CS _____ new title
- attached amendment(s) and technical title change (HB only)
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

FISCAL NOTE(S) zero ^{Courts 944.7} fiscal impact appropriation no FN
 new updated previous
 same as previous fiscal note(s) published _____

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Signature]

[Signature]

[Signature]

Paul Gurd (Do NOT Pass - Now is not the time for such a significant pay raise for an elected position)

[Signature] No Rec.

[Signature] (No Rec)
Chairman signature and recommendation

Committee Backup attached

STATE OF ALASKA
1990 LEGISLATIVE SESSION

Bill Version: CSSB 230 (Finance)
Publish Date: 3/17/89

FISCAL NOTE

REQUEST:

Revision Date	<u>9/7/90</u>	Agency Affected:	<u>Alaska Court System</u>
Title:	<u>An Act relating to compensation of justices and judges</u>	BRU:	<u>Appellate & Trial Courts</u>
Sponsor:	<u>Rules</u>	Components:	
Requestor:	<u>Finance</u>		

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95
Personal Services		944.7	944.7	944.7	944.7	944.7
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
TOTAL OPERATING	0.0	944.7	944.7	944.7	944.7	944.7

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

General Funds	0.0	944.7	944.7	944.7	944.7	944.7
Federal Funds						
Other						
TOTAL	0.0	944.7	944.7	944.7	944.7	944.7

POSITIONS:

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

See attached analysis.

Prepared by:	<u>Robert G. Fisher, Manager, Fiscal Operations</u>	Phone:	<u>284-8215</u>
Division:	<u>Alaska Court System</u>	Date:	<u>03/07/90</u>
Approved by:	<u><i>Arthur H. Snowden, II</i></u> Arthur H. Snowden, II, Administrative Director	Date:	<u>03/07/90</u>
Agency:	<u>Alaska Court System</u>		

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management & Budget
Impacted Agency(ies)

Original sponsor(s): Rules/State Officers Compensation Commission

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 230 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to compensation of justices and
7 judges; and providing for an effective date."

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

9 * Section 1. AS 22.05.140(a) is repealed and reenacted to read:

10 (a) The monthly base salary of the chief justice is \$8,333 and
11 for each other justice, the monthly base salary is \$8,292.

12 * Sec. 2. AS 22.05.140(c) is repealed and reenacted to read:

13 (c) In addition to the monthly salary, each justice is entitled
14 to receive a geographic cost-of-living adjustment under AS 22.35.010,
15 based on the location of the primary office assignment. Retirement
16 contributions and benefits shall be computed only on the monthly base
17 salary not including the geographic cost-of-living adjustment.

18 * Sec. 3. AS 22.07.090(a) is repealed and reenacted to read:

19 (a) The monthly base salary of a judge of the court of appeals
20 is \$7,833. The compensation of a judge may not be diminished during
21 the term of office, unless by a general law applying to all salaried
22 officers of the state.

23 * Sec. 4. AS 22.10.190(a) is repealed and reenacted to read:

24 (a) The monthly base salary for each superior court judge is
25 \$7,667.

26 * Sec. 5. AS 22.10.190(c) is repealed and reenacted to read:

27 (c) In addition to the monthly salary, each superior court judge
28 is entitled to receive a geographic cost-of-living adjustment under
29 AS 22.35.010, based on the location of the primary office assignment.

1 Retirement contributions and benefits shall be computed only on the
2 monthly base salary not including the geographic cost-of-living
3 adjustment.

4 * Sec. 6. AS 22.15.220(a) is repealed and reenacted to read:

5 (a) The monthly base salary for each district court judge is
6 \$6,500.

7 * Sec. 7. AS 22.15.220(d) is repealed and reenacted to read:

8 (d) In addition to the monthly salary, each district court judge
9 is entitled to receive a geographic cost-of-living adjustment under
10 AS 22.35.010, based on the location of the primary office assignment.
11 Retirement contributions and benefits shall be computed only on the
12 monthly base salary not including the geographic cost-of-living
13 adjustment.

14 * Sec. 8. AS 22 is amended by adding a new chapter to read:

15 CHAPTER 35. MISCELLANEOUS PROVISIONS.

16 Sec. 22.35.010. GEOGRAPHIC COST-OF-LIVING ADJUSTMENT. The
17 following geographic cost-of-living adjustments apply to the first
18 \$40,000 of the base salary of a justice of the supreme court or a
19 judge of the superior or district court earned during a fiscal year:

20 Location of Primary Office	Percent Change
21 First Judicial District	0
22 Second Judicial District	17.5
23 Third Judicial District other than	
24 Kodiak and Valdez	0
25 Kodiak and Valdez	10.5
26 Fourth Judicial District other than Bethel	3.5
27 Bethel	17.5

28 * Sec. 9. This Act takes effect July 1, 1990.

4/5/90
Frank
~~_____~~
~~_____~~
~~_____~~

AMENDMENT

Offered in the Senate

To: ~~SB 230~~

Page 1, line 10:

Delete "\$8,083" and insert "~~\$8,333~~"

line 11:

Delete "\$8,043" and insert "~~\$8,292~~"

line 20:

Delete "\$7,598" and insert "~~\$7,833~~"

line 25:

Delete "\$7,437" and insert "~~\$7,667~~"

Page 2, line 6:

Delete "\$6,305" and insert "~~\$6,500~~"

STATE OF ALASKA
1989 LEGISLATIVE SESSION

Bill Version: SB 230
Publish Date: 3/31/89

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Alaska Court System
Title: An Act relating to compensation BRU: Appellate & Trial Courts
of justices and judges
Sponsor: Rules Components: _____
Requestor: Judiciary

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
Personal Services		797.1	797.1	797.1	797.1	797.1
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
TOTAL OPERATING	0.0	797.1	797.1	797.1	797.1	797.1

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

General Funds	0.0	797.1	797.1	797.1	797.1	797.1
Federal Funds						
Other						
TOTAL	0.0	797.1	797.1	797.1	797.1	797.1

POSITIONS:

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

See attached analysis.

Prepared by: Jan Strandberg, General Counsel Phone: 264-8228
Division: Alaska Court System Date: 03/29/89
Approved by: Arthur H. Snowden, II, Administrative Director Date: 03/29/89
Agency: Alaska Court System

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management & Budget
Impacted Agency(ies)

Alaska Court System

SB 230 – Judicial Compensation

Fiscal Analysis

	<u>Amount</u>
Personal Services:	
Gross salary (adjusted for normal vacancy factor)	\$456,318
Benefits (variable & judicial retirement contributions)	<u>340,803</u>
Total Cost	<u><u>\$797,121</u></u>

**Alaska Court System
 SB 230 – Judicial Compensation
 Analysis of Proposed Salaries**

Position	Proposed	Existing	Change
Chief Justice – Anchorage	\$96,996	\$85,728	\$11,268
Supreme Court Justice – Anchorage	96,504	85,728	10,776
Supreme Court Justice – Fairbanks	97,896	97,728	168
Appellate Court Judge – Anchorage	91,200	79,992	11,208
Superior Court Judge – Anchorage	89,196	77,304	11,892
Superior Court Judge – Barrow	96,204	90,828	5,376
Superior Court Judge – Bethel	96,204	90,828	5,376
Superior Court Judge – Fairbanks	90,600	88,128	2,472
Superior Court Judge – Juneau	89,196	77,304	11,892
Superior Court Judge – Kenai	89,196	82,716	6,480
Superior Court Judge – Kodiak	93,396	85,416	7,980
Superior Court Judge – Kotzebue	96,204	90,828	5,376
Superior Court Judge – Nome	96,204	90,828	5,376
Superior Court Judge – Palmer	89,196	80,004	9,192
Superior Court Judge – Petersburg	89,196	80,004	9,192
Superior Court Judge – Sitka	89,196	80,004	9,192
Superior Court Judge – Valdez	93,396	90,828	2,568
District Court Judge – Anchorage	75,696	66,816	8,880
District Court Judge – Fairbanks	77,100	76,176	924
District Court Judge – Homer	75,696	71,496	4,200
District Court Judge – Juneau	75,696	66,816	8,880
District Court Judge – Palmer	75,696	69,156	6,540

S B

2 3 0

HOUSE COMMITTEE REPORT

File

(11)

Date Referred: April 20, 1990

FURTHER REFERRALS:

Date of Committee Action: 5/6/90

The FINANCE Committee considered:

CSSB 230 (FINANCE)

CS SB NO. 230 (Finance)

COMPENSATION OF JUSTICES AND JUDGES

"An Act relating to compensation of justices and judges; and providing for an effective date."

RECOMMENDATIONS:

- [] be replaced with _____ [] the same title
- [] have attached amendment(s) [] a new title
- [] do pass
- [] do not pass
- [] no recommendation
- [] individual recommendations
- [] additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):
(Dept)

APPROVES PREVIOUS:

(Date/Dept)

- [] fiscal impact _____
- [] zero fiscal note _____
- [] zero with analysis _____

- [] fiscal note(s) 4/7/90 / AK. COURT System
- [] zero fiscal note(s) _____
- [] zero fn/analysis _____

SIGNING DO PASS:

SIGNING:

(Check approp. column)

Do Not Pass No Rec Amend

Lynn Hoffman Hoffman

Ronald J. Larson Larson

C. Swackhamer Swackhamer

Tom Brown Brown

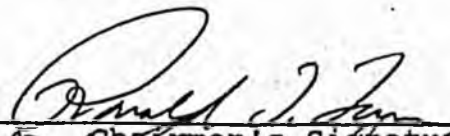
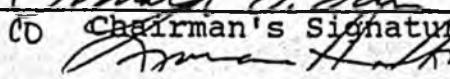
Koponen Koponen

Umer Umer

Barnes Barnes

Rieger Rieger

	Do Not Pass	No Rec	Amend
(Signature) Phillips	<input checked="" type="checkbox"/>		

 Larson
 CD Chairman's Signature
 Hoffman

Original sponsor(s): Rules/State Officers Compensation Commission

1 IN THE SENATE BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 230 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to compensation of justices and
7 judges; and providing for an effective date."

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

9 * Section 1. AS 22.05.140(a) is repealed and reenacted to read:

10 (a) The monthly base salary of the chief justice is \$8,333 and
11 for each other justice, the monthly base salary is \$8,292.

12 * Sec. 2. AS 22.05.140(c) is repealed and reenacted to read:

13 (c) In addition to the monthly salary, each justice is entitled
14 to receive a geographic cost-of-living adjustment under AS 22.35.010,
15 based on the location of the primary office assignment. Retirement
16 contributions and benefits shall be computed only on the monthly base
17 salary not including the geographic cost-of-living adjustment.

18 * Sec. 3. AS 22.07.090(a) is repealed and reenacted to read:

19 (a) The monthly base salary of a judge of the court of appeals
20 is \$7,833. The compensation of a judge may not be diminished during
21 the term of office, unless by a general law applying to all salaried
22 officers of the state.

23 * Sec. 4. AS 22.10.190(a) is repealed and reenacted to read:

24 (a) The monthly base salary for each superior court judge is
25 \$7,667.

26 * Sec. 5. AS 22.10.190(c) is repealed and reenacted to read:

27 (c) In addition to the monthly salary, each superior court judge
28 is entitled to receive a geographic cost-of-living adjustment under
29 AS 22.35.010, based on the location of the primary office assignment.

1 Retirement contributions and benefits shall be computed only on the
2 monthly base salary not including the geographic cost-of-living
3 adjustment.

4 * Sec. 6. AS 22.15.220(a) is repealed and reenacted to read:

5 (a) The monthly base salary for each district court judge is
6 \$6,500.

7 * Sec. 7. AS 22.15.220(d) is repealed and reenacted to read:

8 (d) In addition to the monthly salary, each district court judge
9 is entitled to receive a geographic cost-of-living adjustment under
10 AS 22.35.010, based on the location of the primary office assignment.
11 Retirement contributions and benefits shall be computed only on the
12 monthly base salary not including the geographic cost-of-living
13 adjustment.

14 * Sec. 8. AS 22 is amended by adding a new chapter to read:

15 CHAPTER 25. MISCELLANEOUS PROVISIONS.

16 Sec. 22.35.010. GEOGRAPHIC COST-OF-LIVING ADJUSTMENT. The
17 following geographic cost-of-living adjustments apply to the first
18 \$40,000 of the base salary of a justice of the supreme court or a
19 judge of the superior or district court earned during a fiscal year:

20	Location of Primary Office	Percent Change
21	First Judicial District	0
22	Second Judicial District	17.5
23	Third Judicial District other than	
24	Kodiak and Valdez	0
25	Kodiak and Valdez	10.5
26	Fourth Judicial District other than Bethel	3.5
27	Bethel	17.5

28 * Sec. 9. This Act takes effect July 1, 1990.

STATE OF ALASKA
1990 LEGISLATIVE SESSION

Bill Version: CSSB 230 (Finance)

Publish Date: ~~3/17/89~~ 4/7/90

FISCAL NOTE

REQUEST:

Revision Date	<u>9/7/90</u>	Agency Affected:	<u>Alaska Court System</u>
Title:	<u>An Act relating to compensation of justices and judges</u>	BRU:	<u>Appellate & Trial Courts</u>
Sponsor:	<u>Rules</u>	Components:	
Requestor:	<u>Finance</u>		

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95
Personal Services		944.7	944.7	944.7	944.7	944.7
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
TOTAL OPERATING	0.0	944.7	944.7	944.7	944.7	944.7

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

General Funds	0.0	944.7	944.7	944.7	944.7	944.7
Federal Funds						
Other						
TOTAL	0.0	944.7	944.7	944.7	944.7	944.7

POSITIONS:

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

See attached analysis.

Prepared by: Robert G. Fisher, Manager, Fiscal Operations Phone: 284-8215
 Division: Alaska Court System Date: 03/07/90
 Approved by: Arthur H. Snowden, II, Administrative Director Date: 03/07/90
 Agency: Alaska Court System

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management & Budget
 Impacted Agency(ies)

Alaska Court System
 SB 230 - Judicial Compensation
 Analysis of Proposed Salaries

Position	Proposed	Existing	Change
Chief Justice - Anchorage	\$96,996	\$85,728	\$11,268
Supreme Court Justice - Anchorage	96,504	85,728	10,776
Supreme Court Justice - Fairbanks	97,896	97,728	168
Appellate Court Judge - Anchorage	91,200	79,992	11,208
Superior Court Judge - Anchorage	89,196	77,304	11,892
Superior Court Judge - Barrow	96,204	90,828	5,376
Superior Court Judge - Bethel	96,204	90,828	5,376
Superior Court Judge - Fairbanks	90,600	88,128	2,472
Superior Court Judge - Juneau	89,196	77,304	11,892
Superior Court Judge - Kenai	89,196	82,716	6,480
Superior Court Judge - Kodiak	93,396	85,416	7,980
Superior Court Judge - Kotzebue	96,204	90,828	5,376
Superior Court Judge - Nome	96,204	90,828	5,376
Superior Court Judge - Palmer	89,196	80,004	9,192
Superior Court Judge - Petersburg	89,196	80,004	9,192
Superior Court Judge - Sitka	89,196	80,004	9,192
Superior Court Judge - Valdez	93,396	90,828	2,568
District Court Judge - Anchorage	75,696	66,816	8,880
District Court Judge - Fairbanks	77,100	76,176	924
District Court Judge - Homer	75,696	71,496	4,200
District Court Judge - Juneau	75,696	66,816	8,880
District Court Judge - Palmer	75,696	69,156	6,540



**Superior Court
State of Alaska**

FIRST JUDICIAL DISTRICT
415 MAIN STREET, ROOM 318
KETCHIKAN, ALASKA 99801

FIRST JUDICIAL DISTRICT
P.O. BOX 1008
PETERSBURG, ALASKA 99833-1008

FIRST JUDICIAL DISTRICT
P.O. BOX 889
WRANGELL, ALASKA 99829

Chambers of
JUDGE THOMAS M. JAHNKE

April 20, 1990

House Finance Committee
Alaska House of Representatives
P.O. Box V
Juneau, Alaska 99811

RE: Judicial Salaries; SB 230

Dear Members of the Committee:

Senate Bill 230 is now in the House and I wanted to bring to your attention two recent developments.

First, I recently learned that the Alaska judiciary will lose 10 judges this year. Many of them are leaving the bench for financial reasons. That is a loss of talent and experience the people of Alaska simply cannot afford.

Second, at my last count, seven attorneys were applying for the upcoming vacancy on the superior court in Juneau, only one of whom is a private practitioner. It is difficult to resist the conclusion that most of our finest private practitioners are not considering judicial service because the salaries have fallen so far below the salaries in private practice.

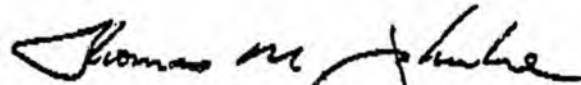
I believe in the ideals of public service, one of which is that a public servant works to achieve the greater good and not to gain great financial reward. However, we have reached the point where dedicated public servants (good judges) and aspiring public servants can make so much more in private

House Finance Committee
April 20, 1990
Page 2

practice that they cannot justify to their families their decision to remain in or enter the public service.

I urge your favorable action on SB 230 to stop the hemorrhage of talent and to foster an infusion of new talent that will maintain the excellent quality of the Alaska judiciary.

Very truly yours,



Thomas M. Jahnke
Superior Court Judge

S B

2 3 2

SENATE COMMITTEE REPORT

FURTHER

4/11/89

DATE TURNED INTO OFFICE _____

Mr. President:

FINANCE

Committee considered SB 232

certain beverage dispensary licenses

and recommended

- replace with _____ CS _____) same title
- or adopt _____ CS _____) new title
- attached amendment(s) and technical title change (HB only)
- _____ letter of intent adopted

do pass

do not pass

Bill died in committee.

no recommendation

individual recommendations

further referral to _____

- FISCAL NOTE(S)** zero fiscal impact appropriation no FN
 new updated previous
 same as previous fiscal note(s) published _____

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Chairman signature and recommendation

Committee Backup attached

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

b
6-1051e

Date of 5-DAY NOTICE 3/30/89
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER

FIN

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

DATE TURNED INTO OFFICE 4-11-89

3/20/89

Mr. President:

STATE AFFAIRS

Committee considered

SB 232

certain beverage dispensary licenses

and recommended:

replace with CS SB 232 (St Aff) same title
 attached amendment(s) and and majority do pass new title
 _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

PKM

FISCAL NOTE(S) attached zero
 appropriation no FN attached

fiscal impact
 Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

1 Col Adams
1 Jim Fair

2 Tim Kelly - No Rec

Pat Kuschel do pass
Chairman signature and recommendation

Committee backup attached

Original sponsor: Senate Special Committee on
International Trade and Tourism

1 IN THE SENATE BY THE STATE AFFAIRS COMMITTEE

2 CS FOR SENATE BILL NO. 232 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the authority of certain beverage
7 dispensary licensees to stock alcoholic beverages in
8 guest rooms."

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

10 * Section 1. FINDING AND PURPOSE. The legislature finds that interna-
11 tional and domestic travelers are accustomed to receiving hospitality
12 services in their rooms for business entertainment and personal enjoyment.
13 The purpose of this Act is to enhance the accommodations and services
14 available to travelers visiting Alaska.

15 * Sec. 2. AS 04.11.090 is amended by adding a new subsection to read:

16 (g) A holder of a beverage dispensary license issued to a hotel,
17 motel, resort, or similar business that caters to the traveling public
18 may stock alcoholic beverages in guest rooms, for sale and consumption
19 in the guest room only, if authorized by the board. The board may not
20 authorize the stocking of alcoholic beverages in guest rooms unless
21 the holder of the beverage dispensary license also has a minimum
22 number of rental rooms as required under AS 04.11.400(g)(1). Alco-
23 holic beverages stocked under this subsection must be stored in a
24 refrigerated unit using a key or combination lock system within the
25 guest room. Except for the licensee, or an agent or employee of the
26 licensee, a key or combination enabling a person to obtain alcoholic
27 beverages stocked in a guest room may only be provided to a guest who
28 occupies the room and who is 21 years of age or older.

Introduced: 3/20/89
Referred: State Affairs and
Finance

6-1051A

1 IN THE SENATE

BY THE SENATE SPECIAL
COMMITTEE ON INTERNATIONAL
TRADE AND TOURISM

2 SENATE BILL NO. 232

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to certain beverage dispensary
7 licensees."

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

9 * Section 1. FINDING AND PURPOSE. The legislature finds that interna-
10 tional and domestic travelers are accustomed to receiving hospitality
11 services in their rooms for business entertainment and personal enjoyment.
12 The purpose of this Act is to enhance the accommodations and services
13 available to travelers visiting Alaska.

14 * Sec. 2. AS 04.11.090 is amended by adding a new subsection to read:

15 (g) Notwithstanding any other provision of law, a holder of a
16 beverage dispensary license issued to a hotel, motel, resort, or
17 similar business that caters to the traveling public may stock alco-
18 holic beverages in guest rooms, for sale and consumption on the prem-
19 ises only. Alcoholic beverages stocked under this subsection must be
20 stored using a key or combination lock system within the guest room.
21 The licensee may provide a key or combination enabling a person to
22 obtain alcoholic beverages stocked in a guest room only to guests who
23 occupy the room and who are 21 years of age or older.

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CS SB 232 (STAFF)
PUBLISH DATE: March 20, 1989

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Revenue
Title: Relating to certain beverage
dispensary licensees BRU: Alcoholic Beverage Control Board
Sponsor: Sen. Comm. on Int'l Trade & Tourism Components: _____
Requestor: Sen. State Affairs Comm.

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
----------------	----------	----------	----------	----------	----------	----------

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Patrick L. Sharrock, Director Phone: (907) 277-8638
Division: Alcoholic Beverage Control Board Date: March 23, 1989
Approved by Commissioner: Hugh Malone Date: 3/24/89
Agency: Department of Revenue

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

Changes in the STAFF CS
have no fiscal effect. This
fiscal note is
appropriate.
SS 4/10/89

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SB 232
PUBLISH DATE: March 20, 1989

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Relating to certain beverage
dispensary licensees

Agency Affected: Revenue
BRU: Alcoholic Beverage Control Board

Sponsor: Sen. Comm. on Int'l Trade & Tourism
Requestor: Sen. State Affairs Comm.

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Patrick L. Sharrock, Director Phone: (907) 277-8638
 Division: Alcoholic Beverage Control Board Date: March 23, 1989
 Approved by Commissioner: Hugh Malone Date: 3/24/89
 Agency: Department of Revenue

Distribution (by preparer):

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

S B

2 3 4

SENATE COMMITTEE REPORT

FURTHER

4/25/89

DATE TURNED INTO OFFICE _____

Mr. President:

Finance

Committee considered

SB 234

providing for the issuance of general obligation bonds in the amount of \$69,680,000 for the purpose of paying the cost of capital improvements to the University of Alaska; efd and recommended

- [] replace with _____ CS _____) [] same title
[] or adopt _____ CS _____) [] new title
[] attached amendment(s) and [] technical title change (HB only)
[] _____ letter of intent adopted

[] do pass

[] do not pass

[] no recommendation

[] individual recommendations

[] further referral to _____

Bill died in committee.

FISCAL NOTE(S) [] zero [] fiscal impact [] appropriation no FN
[] new [] updated [] previous
[] same as previous fiscal note(s) published _____

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Chair signature and recommendation

[] Committee Backup attached

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE 4/20/89
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER

FIN

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

3/21/89

DATE TURNED INTO OFFICE 4/25/89

Mr. President:

HESS

Committee considered

SB 234

providing for the issuance of general obligation bonds in the amount of \$69,680,000 for the purpose of paying the cost of capital improvements to the University of Alaska; efd

and recommended:

to a majority of the committee report it back "without recommendation"

- replace with CS _____ same title
- attached amendment(s) and new title
- _____ letter of intent adopted

do pass

do not pass

no recommendation

FN

individual recommendations

further referral to _____

FISCAL NOTE(S) attached zero
 appropriation no FN attached

Dept. Revenue.
 fiscal impact
 Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

1. [Signature] - No Rec
2. [Signature] - No Rec

Paul [Signature] (No Rec)
Chairman signature and recommendation

Committee backup attached

Introduced: 3/21/89
Referred: Health, Education and
Social Services and
Finance

6-1027A

1 IN THE SENATE

BY KERTTULA

2 SENATE BILL NO. 234

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act providing for the issuance of general obliga-
7 tion bonds in the amount of \$69,680,000 for the
8 purpose of paying the cost of capital improvements to
9 the University of Alaska; and providing for an effec-
10 tive date."

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

12 * Section 1. For the purpose of paying the cost of capital improvements
13 to the University of Alaska Anchorage, University of Alaska Fairbanks, and
14 University of Alaska Southeast, general obligation bonds of the state in
15 the principal amount of not more than \$69,680,000 shall be issued and sold.
16 The full faith, credit, and resources of the state are pledged to the
17 payment of the principal of and interest and redemption premium, if any, on
18 these bonds. These bonds shall be issued under the provisions of AS 37.15
19 as those provisions read at the time of issuance.

20 * Sec. 2. If the issuance of these bonds is authorized by the qualified
21 voters of the state, a special fund of the state to be known as the "1990
22 University of Alaska Bond Fund" shall be established, to which shall be
23 credited the proceeds of the sale of the bonds described in sec. 1 of this
24 Act except for the accrued interest and premiums.

25 * Sec. 3. The amount of \$69,680,000 is appropriated from the "1990
26 University of Alaska Bond Fund" to the University of Alaska to be allocated
27 in accordance with the following projects and estimates subject to reallo-
28 cation between projects under AS 37.07.080(e):

29 Project

Amount

SB0234a

-1-

SB 234

1 University of Alaska Fairbanks:

2	(1) Fairbanks natural science building	\$ 26,500,000
3	(2) Kotzebue administration/classroom building	3,000,000
4	(3) Nome heating system/grounds work	300,000
5	(4) Palmer lab/administration renovation	2,000,000
6	(5) Seward marine center/floating breakwater	
7	building renovation/erosion control	4,100,000
8	(6) Bethel administration/classroom renovation	1,200,000
9	(7) Bristol Bay construction/grading	110,000

10 University of Alaska Anchorage:

11	(8) Anchorage voc/tech/physical plant construction	7,050,000
12	(9) Anchorage lab/classroom renovation	1,600,000
13	(10) Anchorage PCB removal/fire systems	500,000
14	(11) Matanuska-Susitna lab/classroom construction	
15	and renovation/library/parking expansion	6,800,000
16	(12) Soldotna building renovation	350,000
17	(13) Soldotna administration/classroom expansion	3,100,000
18	(14) Soldotna fire center cleanup	500,000
19	(15) Valdez administration/classroom renovation	119,000
20	(16) Kodiak lab/classroom building	4,500,000

21 University of Alaska Southeast:

22	(17) Juneau administration/classroom renovation	
23	student services expansion	1,650,000
24	(18) Juneau science building	1,000,000
25	(19) Sitka road/building renovation	60,000
26	(20) Sitka oceanographic lab/pier	5,000,000
27	(21) Ketchikan administration/classroom renovation	
28	storage building	250,000

29 * Sec. 4. If the issuance of these bonds is authorized by the qualified

1 voters of the state, the amount of \$243,880 or as much of that amount as is
2 found necessary is appropriated from the general fund of the state to the
3 state bond committee to carry out the provisions of this Act and to pay
4 expenses incident to the sale and issuance of the bonds authorized in this
5 Act. The amounts expended from the appropriation authorized by this sec-
6 tion shall be reimbursed to the general fund from the proceeds of the sale
7 of the bonds authorized by this Act.

8 * Sec. 5. The amount withdrawn from the public facility planning fund
9 for the purpose of advance planning for the improvements financed under
10 this Act shall be reimbursed to the fund from the proceeds of the sale of
11 bonds authorized by this Act.

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

15 Proposition

16 State General Obligation University of

17 Alaska Bonds \$69,680,000

18 Shall the State of Alaska issue its general obligation
19 bonds in the principal amount of not more than \$69,680,000
20 for the purpose of paying the cost of capital improvements
21 to the University of Alaska Anchorage, University of
22 Alaska Fairbanks, and the University of Alaska Southeast?

23 Bonds Yes []

24 Bonds No []

25 * Sec. 7. This Act takes effect immediately under AS 01.10.070(c).
26
27
28
29

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: State Bond Committee
 Title: \$69,680,000 University of Alaska BRU: _____
General Obligation Bonds
 Sponsor: Kerttula Components: _____
 Requestor: Senate HESS

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
OPERATING						
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LANDS & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	2,438.6	9,920.8	9,920.8
TOTAL OPERATING	0	0	0	2,438.6	9,920.8	9,920.8
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	2,438.6	9,920.8	9,920.8
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	2,438.6	9,920.8	9,920.8

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: attach a separate page for analysis.

Debt service assumes 10 year bonds at an average interest rate of 7.0 percent. FY 91 is one semi-annual interest only payment.

Prepared By: Milt Barker *MB*
 Division: Treasury

Phone: 465-2350

Date: _____

Approved by Commissioner: _____
 Agency: Department of Revenue

Date: _____

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

2/28/90
(S) FIN

FISCAL NOTE

REQUEST:

Revision Date: 2/22/90 Agency Affected: Office of the Governor
 Title: for the issuance of general BRU: Elections
 obligation bonds in the amount of \$69,680,000
 Sponsor: Kerttula Components: II- Primary & General
 Requestor: Kerttula Elections

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	2.2*	-0-	-0-	-0-	-0-	-0-
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	2.2*	-0-	-0-	-0-	-0-	-0-

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND	2.2*	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL	2.2*	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

The fiscal impact for FY 90 is -0-.

- * Costs included cover 2 to 3 pages in each Official Election Pamphlet, for printing and typesetting, and costs estimated to cover computer programming requirements for vote counting purposes.

Prepared by: Linda Edgeworth Phone: 465-4611
 Division: Division of Elections Date: 2/26/90

Approved by Commissioner: [Signature] Date: 2.22.90
 Agency: Division of Elections

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

This fiscal note did not accompany the bill into committee.

SB 234

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. SB 234

However, these costs are based on the assumption that all candidates and issues will fit on three ballot cards, which is the norm. It should be noted, however that should the inclusion of this issue require a 4th ballot to be printed, the cost increase would have to be calculated at 16 cents per ballot x approximately 320,000 voters. The total cost of printing the additional ballot card would be \$51.2

Under these circumstances the fiscal note would be:

53.4

S B

2 3 6

SENATE COMMITTEE REPORT

FURTHER

5/3/89

DATE TURNED INTO OFFICE 3/8/90

Mr. President:

Finance Committee considered SB 236

approving the issuance of revenue bonds for construction and upgrade of the Copper River highway; efd

and recommended

- replace with _____ CS _____) same title
- or adopt _____ CS _____) new title
- attached amendment(s) and technical title change (HB only)
- _____ letter of intent adopted

do pass

do not pass

no recommendation

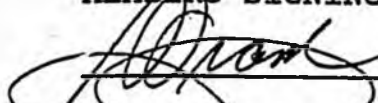
individual recommendations

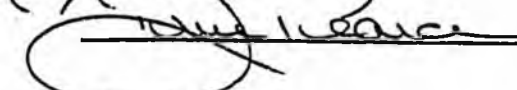
further referral to _____


FISCAL NOTE(S) ^{(2) DOR, DOT/PF} zero fiscal impact appropriation no FN
 new DOT/PF updated DOR previous
 same as previous fiscal note(s) published _____

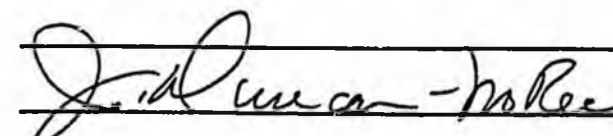
MEMBERS SIGNING DO PASS

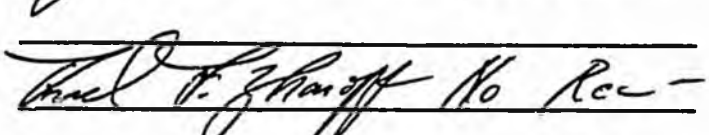
OTHER RECOMMENDATIONS

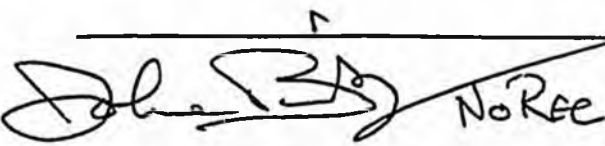


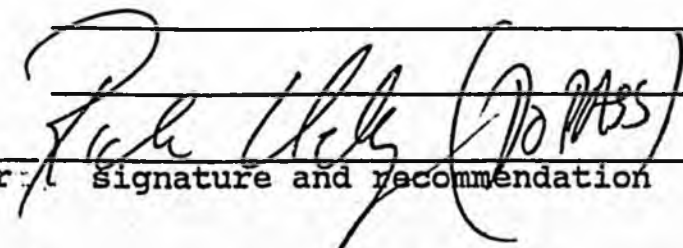








 No Rec

 (Do Pass)

 Chair: signature and recommendation

Committee Backup attached

R/D SFC 3-8-90

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SB 236
PUBLISH DATE: 03/23/89

REQUEST: FISCAL NOTE

Revision Date:
Title: Revenue Bonds for Copper River
Highway
Sponsor: Coghill
Requestor: Senate Finance

Agency Affected: DOT&PF
BRU:
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS:

Prepared by: W. Keith Gerken *WKG*
Division: Deputy Commissioner, Operations

Phone: 465-3900
Date: February 28, 1990

Approved by Commissioner: Mark S. Hickey *M.S.H.*
Agency: Department of Transportation and Public Facilities

Date: *2/28/90*

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

240 JFC 3-8-90

STATE OF ALASKA
1990 LEGISLATIVE SESSION

Bill Version: SB 236
Publish Date: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: \$25,000,000 Copper River Highway
Revenue Bonds
Sponsor: Coghill
Requestor: Senate Finance

Agency Affected: State Bond Committee
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
OPERATING						
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LANDS & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
TOTAL OPERATING	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
TOTAL	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: Attach a separate page for analysis. Fiscal year 1990 effect is zero.

Debt service on \$25 million revenue bonds with 30 year maturity at 9.0 percent. Fund source would be Toll Facilities Construction Fund for FY 92-93 and Toll Facilities Revenue Fund thereafter.

Prepared By: Milt Barker MB
Division: Treasury

Phone: 465-2350
Date: February 20, 1990

Approved by Commissioner: _____
Agency: Department of Revenue

Date: 2/20/90

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor

Office of Management and Budget
Impacted Agency(ies)

740 JFC 3-8-90

Introduced: 3/23/89
Referred: Transportation and
Finance

6-1079A

1 IN THE SENATE

BY COGHILL AND SZYMANSKI

2

SENATE BILL NO. 236

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act approving the issuance of revenue bonds for
construction and upgrade of the Copper River highway;
and providing for an effective date."

7

8

9

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

10

* Section 1. In accordance with AS 37.15.610, the issuance of revenue
bonds in an amount up to \$25,000,000 for the construction and upgrade of
the Copper River highway by the Department of Transportation and Public
Facilities under AS 37.15.610 - 37.15.760 is approved.

11

12

13

14

* Sec. 2. This Act takes effect immediately under AS 01.10.070(c).

SB 236 TESTIMONY

SB 236 authorizes the issuance of revenue bonds in an amount up to \$25,000,000 for the construction and upgrade of the Copper River Highway by the Dept. of Transportation.

Last session, the Legislature passed House Bill 101 which authorized the Dept. of Transportation to construct the Copper River Highway as a toll facility in accordance with Sec. 37.15.730 if federal discretionary highway bridge funds are authorized by the federal government for the reconstruction and repair of the Million Dollar Bridge over the Copper River and the approaches to the bridge. We also passed CSHCR 46(FIN) which requests the Governor to direct the Dept. of Transportation to construct a toll road along the Copper River via Chitina to Cordova.

The Governor allowed HB 101 to become law without his signature because Sec. 5 of the bill instructs DOT to build the Copper River Highway as a toll road, but bonding authority was not provided. SB 236 gives the necessary bonding authority to build the Copper River Highway as a toll facility.

- SPONSOR'S BACKGROUND MATERIAL -

OFFICE OF THE PRESIDENT

MEMBER

ALASKA LEGISLATURE
ALASKA LEGISLATURE
ALASKA LEGISLATURE
ALASKA LEGISLATURE
ALASKA LEGISLATURE
ALASKA LEGISLATURE
ALASKA LEGISLATURE



SENATOR TIM KELLY

P.O. BOX V
JUNEAU, ALASKA 99811
(907) 463-3822

P.O. BOX 210001
ANCHORAGE, ALASKA 99521
(907) 561-7612

NOVEMBER 3, 1989

FOR IMMEDIATE RELEASE

ROADS TO CORDOVA, WHITTIER GAIN SUPPORT

Alaska's Prince William Sound should be developed for economic and recreational use, according to Senate President Tim Kelly (R-Anchorage).

Kelly made his comments before a group of business leaders seeking to build additional road access to the Sound. Kelly stressed his belief that Prince William Sound offers one of the greatest opportunities to expand tourism and economic development in Alaska.

"The first step for economic and recreational development of the Sound is adequate road access," said Kelly. "It's only logical to construct roads to Cordova and Whittier."

The controversial debate over road access to Whittier and Cordova has continued for over two decades. The road to Cordova, at one point, had been funded by the legislature but was never constructed due to mixed public support. The funds were later reappropriated by the legislature to other projects.

"Time has changed public sentiment," stated Kelly. "I believe the people in Whittier, Cordova and statewide want roads into Prince William Sound".

"I intend to make new roads to Whittier and Cordova one of my top legislative priorities for the upcoming session," concluded Kelly. "I'm working with Department of Transportation and Alaska Railroad officials to gather the necessary information on these projects to gain support for legislative funding and successfully complete these projects."

-END-

For More Information contact:
SENATOR TIM KELLY
561-7612

HISTORY OF THE COPPER RIVER HIGHWAY

When the Copper River and Northwest Railroad closed in 1939, the residents of the area began working on converting the railroad bed to a highway. The railway company conveyed the railroad right-of-way to the United States in 1945. Between 1941 and 1945, 13 miles of the highway were built from Cordova to serve the new airport (now named Mudhole Smith International Airport). Territorial Representative Dimond in 1936, recommended to the Alaska Road Commission a ten year road improvement plan that included building a highway from Cordova to the Richardson Highway through the Tasnuna Canyon.

In 1946, John LaFever, a Cordova businessman and sometime Mayor of Cordova, restarted a push to convert the entire length of the right-of-way to a highway. A reconnaissance, schedule and cost estimate were completed for the conversion by the Alaska Road Commission in 1949.

In 1953, the U.S. Congress appropriated \$550,000 and the conversion was started by the Alaska Road Commission. Another \$2,400,000 was appropriated for 1954. In 1956, the Bureau of Public Roads took over the responsibility for roads in Alaska and continued the conversion to Mile 49.

The right-of-way was quitclaimed to the State of Alaska by the U.S. Department of Commerce in 1959 at the time of statehood (1959). The Alaska Department of Highways continued the conversion to Mile 59 when the 1964 earthquake occurred. The earthquake damaged many bridges along the route, some beyond repair. By this time, the route was designated as a Federal-aid Secondary (FAS) highway and numbered 851.

After the earthquake, the State of Alaska (Department of Highways) and the Federal Government (FHWA) decided to re-evaluate the project. A feasibility study was completed in 1967 which considered three alternative routes: the route to Chitina, a route up the Tasnuna River Valley and a route up the Tiekel River Valley. The study recommended the Tiekel Route as technically best, with the Tasnuna Route a close second.

After a review, by the then Department of Highways, the Tasnuna Route was chosen as the preferred alternative and the Federal and State governments decided to proceed with repairing the earthquake damages and building a road through the Tasnuna Valley to the Richardson Highway. Public hearings on the feasibility study were held in Valdez and Cordova in early 1969.

COST ESTIMATE TO OPEN A YEAR-ROUND ROAD

	<u>Road Construction Cost</u>	<u>Maintenance Camp and Maintenance Equipment Needed</u>	<u>Total Cost To Open A Year- Round Road</u>
<u>Pioneer Access</u>			
Pioneer Access Road (62 Miles) Mile 49 to Chitina	\$15,000,000	\$ 3,255,000	\$ 18,255,000
<u>Federal-aid Secondary Highway</u>			
Wood Canyon Route (82 Miles) Mile 49 to Chitina	\$90,000,000	\$ 3,255,000	\$ 93,255,000
Tasnuna Route (64 Miles) Mile 49 to Richardson Highway	\$75,000,000	\$ 3,255,000	\$ 78,255,000
Tiekel Canyon Route (67 Miles) Mile 49 to Richardson Highway	\$70,000,000	\$ 3,255,000	\$ 73,255,000

The yearly maintenance costs have also been estimated.

YEARLY MAINTENANCE COST ESTIMATE

	<u>Yearly Seasonal Maintenance Cost</u>	<u>Yearly Year-Round Maintenance Cost</u>
Pioneer Access	\$ 600,000	\$1,200,000
Federal-aid Secondary Highway (Tasnuna, Tiekel or Wood Canyon Routes)	\$ 800,000	\$1,600,000

Cost Estimate for Road I.D.C.T. Compendium Report

RECOMMENDATIONS

The Northern Region of the Alaska Department of Transportation and Public Facilities (ADOT&PF) recommends completing the Copper River Highway initially as a pioneer road to Chitina leaving open the option of a secondary highway on the Chitina, Tiekel or Tasnuna routes. In preparation, ADOT&PF recommends maintenance on the portions of the Copper River Highway north of the Million Dollar Bridge that has been converted to roadway and seeking Legislative funding to do so as part of the FY 1990 budget. This would add Mileposts 49 to 72 and Mileposts 112 to 131 to the maintenance system. Additional operating funds would be required to perform this maintenance which would be at a level considerably below normal maintenance standards.

It is further recommended that the Department of Transportation and Public Facilities in conjunction with the appropriate experts from the Department of Revenue perform an in depth analysis of the toll road concept and the cost and feasibility of obtaining some form of bonding for construction. This analysis should begin as soon as possible to be able to provide the Governor and the Legislature with the data necessary to make funding decisions.

Additional coordination with the Federal Highway Administration to positively determine whether or not the cost of constructing the Copper River Highway as a pioneer access road could be eligible at a later date when upgraded to secondary standards. This work should also be done prior to the next Legislative session.



Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755

March 29, 1989

Mark Hickey, Commisioner
Department of Transportation & Public Finance
3132 Channel Drive
Box Z
Juneau, AK 99811

Dear Commissioner Hickey,

Word has reached me from multiple sources that you are seeking a four or five page document which clearly and concisely demonstrates the need for the construction of the Copper River Road.

With some trepidation, I offer the following five page essay. My reservations arise because there well may be topics for further study contained herein. Little is said here that has not been previously studied. In fact the material is all contained in the book this letter is bound with.

I hope the attachment of this book will help forestall any further occurrence of "historical amnesia" I was somewhat chagrined to learn that two weeks ago you ordered what amounts to a "study of the studies" in conjunction with the request for proposals on the toll feasibility. I believe this proven route has already been studied beyond reason.

The disasterous effects of the oil spill on Cordova's single basis economy are being clearly demonstrated here now. This occurence will, hopefully, push the legislature to finally "find" the pittance needed to make the Copper River Road a reality now, to help save Cordova from extinction.

Build the Copper River Road Now !!!

Respectfully submitted,

Larry M. Hogan

In 1909 the Cordova paper stated that the railroad itself was Cordova's "Bonanza". It "insured" the economic stability of the region. The economic base of Cordova has not improved since the railroad closed fifty years ago. In point of fact the economy has undergone a slow erosion. There are fewer businesses and persons here than there were in 1938. The "insurance" for Cordova's future lies in the re-opening of the overland transportation link. It would allow Cordova to grow and plan for the future. The economic viability will be enhanced by increased accessibility. Cordova's opportunity to partake of the booming visitor industry coming into vibrant life in Alaska will be exponentially increased, as tourists will be able to loop through the area, continuing in linear travel, which has been clearly shown to be the preference of tourists.

Alaska's greatest need today is the development of an extensive highway system which would provide not only continuous transportation to all parts of the state, but would at the same time open up the resources of vast areas of the country which have lain dormant due to lack of adequate roads. Roads are needed if Alaska is going to begin to take care of herself. The continual fifty year delay in opening the Copper River Road is as restrictive and harmful to the development of the region as was the Department of the Interior's withdrawal of the Bering River coal fields 83 years ago. Cordova remains the only south central Alaska community not connected to the state highway system.

The native corporations of Ahtna, Chitina, Eyak and Chugach have all stated their strong support for this route's completion. The Cordova Chamber has pursued this road for over fifty years. The interior communities of Chitina, Kenney Lake, Copper Center, and others up to and including Fairban's have shown strong support. Cordova's coastal neighbors who have roads have indicated strong support. The state must grow to mature.

Governor Cowper clearly addressed the need in Alaska in his swearing-in address in December of '86 when he said: "We are called upon to develop and settle this mighty land..." and further to undertake action to promote "permanent economic activity...and see that our multicultural society is a success for all of us..." Later, in his State of the State address in 1989 the Governor clearly reiterated that Alaska has been discriminated against. The exclusion of Alaska from participation in the rightful sharing of Federal gas tax monies throughout the territorial period led directly to

our current inability to help ourselves in these post-oil-boom days. When Governor Cowper stated "our future is affected by commodity prices, transportation costs, and currency fluctuations..." and further stated "this is the time for real life in Alaska." He was clearly calling for expansion. He stated "this is the time".

The Copper River Road can be completed more easily than any new project in the state. The road can be re-routed advantageously in several difficult locations such as Abercrombie due to substantive changes to the course of the Copper River. This would make the all-weather considerations improve as the route can be moved away from the worst avalanche areas. Another important factor to consider is that the entire route has an existing road-bed. The right-of-way is wholly owned by the state. The entire route is at water grade with no snow passes to overcome, thus reducing possible winter maintenance costs. 72 miles from the south and 27 miles from the north have been converted. Only 32 miles of road remain to be converted. This would allow the state to maximize returns on its investment in roads in this area.

The current capital value of the Copper River Road including one lane and two lane bridges, two lane highway and one lane highway, and the potential pioneer road as exists in the railroad grade is sixty three million dollars. Interest on this amount is around six million per year. By completing the route for fifteen million, the state would begin to accrue benefits to the region and the state as a whole. Three years' interest on the amount invested would pay off the improvements. (See attachment A)

Another way to look at this economic value is on a per capita drivers served basis. The highway in its current condition is worth 60 million(+). At present approximately one thousand licensed drivers in Cordova can use the road. The per driver cost is around \$60,000. If the 100,000(+) drivers in the state had access, the cost would be around \$60 per licensed driver.

It is not unfair to expect that state government would promote progress, rather than inhibit it. Resource space in this portion of Alaska has now been clearly defined. Completion of the Copper River Road would demonstrate the sincerity of the state to aid economic progress, diversification, and stabilization. Resource development, especially tourism and recreation, would have a significant positive impact on the

regional economy. With 13.2 million acres of protected land in the Wrangell-St Elias National Monument, it is clear that this route can be built without loss of "too much" wilderness. Tourism possibilities abound with the jet port. While the coastal zone has a wet climate, the interior weather, just a short drive to the north is quite arid.

Local producers in Cordova are currently in a worsening competitive position. The shift in fish processing to highway served areas is based in a very real competitive advantage to being able to deliver your lower priced products to market in a timely and cost-of-money-wise fashion. With overland transportation fish move at \$.08/lb. to market in 60 hours. With air freight the cost is \$.33/lb. and the delivery time is not much different due to extra handling. Barge prices are very competitive with road freight, but the time line can extend to six weeks, which can destroy any profit if overall prices head downward as is usual as the season progresses. Thus, the further decline of the single economic basis of Cordova is inevitable, as fishermen follow processing away from Cordova.

Fishing downturns reverberate through the economy of a single base area like Cordova. Stabilization through diversification is essential. Cordova's basic transportation, the ferry system, is continually hampered by natural disasters. Weather, earthquakes which un-bed the engines, and oil spills all can have serious de-stabilizing effects.

Chugach Alaska is the biggest fish product producer in the area. They have clearly stated their desire to see this route finished. The Copper River Fisherman's Co-operative has likewise stated the necessity of completing the route, and have considered moving if there is no over-land transportation link forthcoming, as it's needed to remain competitive in today's market.

Availability of inexpensive over-land transportation will also help stabilize the work force in Cordova, while offering economic opportunities to interior residents. The road will reduce transportation costs such that it will open the door to additional new vendors who will seek markets in the Cordova district. Competition and diversity are at the heart of American business, as they lead to growth and prosperity.

The Compendium Report on the Copper River Highway (CRCRH) projects approximately 83,700 visitors (175 cars/day * 2.9 visitors per car * 165

days/year) would come to Cordova over the road. With the collapse of Alaska's economy Cordova's share of the state revenues has likewise declined. The money these visitors spend could be the boost that will keep Cordova alive. With new canneries opening elsewhere to compete for Cordova's fish Cordova cannot afford to pass up this opportunity to diversify it's economy and bring money into the city.

The economic diversification of the region's economy will present numerous opportunities for additional small entrepreneurs to enter business in the region. Cordova could reasonably expect to have daily trucking deliveries. This would give rise to increased demand to service facilities allied to trucking. When shipping rates normalize, small businesses will arise to supply interior Alaska with fresh fish and timber products. This will elongate the business season in Cordova by weeks or months. This would have a strong beneficial effect on the economy of the entire region. Not building the Copper River Road essentially eliminates the commercial possibilities of trade between the coast and the interior.

Development of the travel industry will lead to its certain placement as the number one economic activity in the state. The Cordova District from tidewater to Chitina and on to McCarthy has the most wondrous array of attractions. Almost every wild-life wonder is found here. The mountain regions are unsurpassed in magnificence and beauty. The Wrangell-St. Elias National Monument is the largest park in the world. At 13.2 million acres with only a forest standard perimeter road on one border and a state highway on part of another, more than 13 acres of wilderness for each person in the state is guaranteed. With the wilderness use by all users decreasing nation-wide to well below five percent, it seems that we already have far more wilderness than is practical or usable. What we need now in Alaska is people oriented amenities, not unviewable wilderness. Little incentive will exist for small operators to expand visitor facilities until their future has the minimum guarantee of construction of the route.

The people who bought property at Tiekel River and made plans to construct a sub-division are being unjustly denied their right to access their properties and commence their lives there. Common access is within the realm of what these citizens should reasonably expect as just treatment from their state.

The Alaska Marine Highway is subject to natural and man-made disasters.

The airlines play an important part in our lives, but also are subject to various irregularities. The renewal of the land-link is only logical. The more alternative routes the better the chances of stability of economy and mutually beneficial social and political interaction. The latent demand for ferry travel has been demonstrated to be less than that of highways. People will drive where there are roads. Cordova has one of the finest jet ports in the State. Opportunities for citizens of the interior to access this port is a strong consideration. It would speed up mail service into some parts of the interior. Likewise, Cordovans could have equal access to the goods and products of the interior and regular beneficial contacts with their fellow Alaskans.

The coastal portions of the Cordova district have seen great benefits to wildlife via the hand of man. Our resident moose and Sitka black-tailed deer herds are due solely to their introduction to the coast by man. This husbandman's relationship is commonly seen wherever man interacts with the wilds. Opening the Copper River Road would not only allow people to view the majestic array of wildlife, but may offer opportunities for man to improve the lot of his fellow creatures. Several moose browse improvement areas already border the Northern reaches of the route.

The route covers some of the most important (and undiscovered) history in the State of Alaska and its early saga as a possession of the United States. It is essential that this history of the railroad and of the native peoples who lived in this region be accessed so that it may be preserved for Alaskans and other Americans to appreciate and interpret. We cannot deny ourselves our history, lest we be doomed to repeat it.

Road building and travel have always been the most American of activities. Roads built America. Alaska remains vastly under built. The people have requested that the Copper River Road should be built. The legislature has agreed. "A short-sighted and profligate government is an intolerable burden on a people who aspire to be leaders." (Steve Cowper 12/86)

The time is now.

Attachment "A"

CAPITAL VALUE OF COPPER RIVER HIGHWAY 1989

Two Lane Bridges	1.8 miles	\$23 million
One Lane Bridges	0.3 miles	4 million
Two lane Highway	55 miles	28 million
Partial Pioneer Road (Old R.R. Grade)	73 miles	8 million
Approximate Total Value		\$63 million

Approximate Annual Cost of Capital Value \$6 million

Cost to Complete Copper River Highway (Cordova to Chitna) as a Pioneer Access Road \$15 million

Payback on this basis is less than 3 years.

Attachment "B"

COPPER RIVER HIGHWAY

BENEFITS

1. TRANSPORTATION ALTERNATIVE ROUTES
2. INTERIOR ACCESS TO A JET AIRPORT AT CORDOVA
3. INTERIOR ACCESS TO OCEAN PORTS
4. ACCESS TO TIMBER AND MINERALS
5. TOURIST ACCESS TO MAGNIFICENT ALASKAN SCENERY AND TRAVEL LOOPING
6. MARINE HIGHWAY SUPPORT TRAFFIC
7. HISTORICAL PRESERVATION OF KEY COPPER RIVER RAILROAD ELEMENTS
8. ROAD ACCESS FROM CORDOVA TO THE INTERIOR AND ALASKA HIGHWAY
9. ACCESS TO PARKS AND MONUMENTS
10. RECREATIONAL ACCESS



Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755

December, 1989

Season's Greetings to our Members and Friends:



Christmas came early to the Alaska ROAD Association this year.

A City of Cordova Grant in October of more than \$11,000 allowed us to purchase a computer and printer, as well as a state-wide public opinion research survey by Hellenthal & Associates.

The state-wide survey results are included herein. As the state has been following a course of no new road construction for some time, you should find the survey results encouraging. There is strong state-wide support for building new roads in Alaska, and the Copper River Road specifically.

The new computer and printer are being used to produce this Christmas greeting and will be instrumental in producing future newsletters.

In the holiday spirit it is a pleasure to say "thank you" and extend our sincere appreciation to those who have helped the Alaska ROAD Association this year, both members and friends.

We wish to give special thanks to Mayor Johansen for sponsoring the City Council resolution authorizing our grant, and thanks to those councilmembers who support our work.

We wish to recognize and thank Senate President Tim Kelly, for establishing completion of the Copper River and Whittier Roads as one of his top priorities for the legislature when they reconvene in January.

And thank you, our membership, most of all, for without you none of our work would be possible.

1990 will be a very active year for your ROAD Association. It will take all of us working together to capitalize on the hard work done to date.

In this spirit, we offer our best wishes to you for the holidays and the New Year.

Sincerely,

Scott Novak, President

Dennis Nottingham, Executive Board

Larry Hogan, Vice-president

Steve Rehnberg, Sec./Treas.



Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755

AREAS OF ALASKA AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

COLUMN PERCENTS
OCTOBER 20TH THROUGH OCTOBER 28TH, 1989
SAMPLE SIZE = 524; MARGIN OF ERROR = + OR - 4.28%

	AREAS OF ALASKA:					TOTAL
	Valdez- Kenai- MatSu + or - 13.5%	Anchor- age + or - 7.6%	Fair- banks Area + or - 13.6%	Cordova + or - 8.0%	Glenn- Allen Area + or - 9.6%	COL %
STATE BUILDING NEW HIGHWAYS:						
Favor.....	72.7%	82.2%	81.3%	79.2%	81.5%	80.0%
Oppose.....	27.3%	17.8%	18.7%	20.8%	18.5%	20.0%
STATE BUILDING HIGHWAY TO WHITTIER:						
Favor.....	57.8%	60.1%	84.5%	72.7%	71.6%	60.6%
Oppose.....	42.2%	39.9%	35.5%	27.3%	28.4%	39.5%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:						
Favor.....	86.2%	85.0%	78.6%	78.1%	83.8%	83.7%
Oppose.....	13.8%	15.0%	23.4%	21.9%	18.4%	16.3%
STATE COMPLETING THE COPPER RIVER HIGHWAY:						
Favor.....	75.4%	78.1%	74.9%	57.0%	83.8%	76.9%
Oppose.....	24.6%	21.9%	25.1%	43.0%	16.2%	23.1%
ALASKAN RESIDENCY:						
1983 to 1989.....	15.4%	23.1%	26.9%	21.5%	13.8%	22.2%
1976 to 1982.....	21.5%	23.5%	17.4%	24.9%	24.8%	22.0%
1967 to 1975.....	31.4%	27.7%	32.2%	23.2%	22.5%	29.3%
Before 1967.....	31.7%	25.8%	23.4%	30.4%	38.9%	26.5%
AGE OF RESPONDENT:						
18-24.....	1.5%	11.3%	12.0%	3.3%	4.8%	9.4%
25-29.....	10.2%	14.8%	17.1%	9.3%	6.0%	14.2%
30-54.....	17.2%	17.3%	13.0%	21.7%	13.1%	16.5%
35-39.....	24.0%	18.2%	24.8%	17.8%	22.6%	20.6%
40-49.....	13.1%	20.1%	26.3%	20.2%	23.1%	19.7%
60 Plus.....	34.0%	18.3%	7.8%	27.8%	28.4%	19.6%
TOTAL ROW PERCENT.....	20.1%	59.6%	19.0%	.6%	.7%	100.0%

Marla Jean Adkins

P.O. Box 461

Cordova, Alaska 99574

(907) 424-7311

10-26-89

Steve Cowper
Governor
State of Alaska
Box A
Juneau, Alaska

Dear Governor (Steve) Cowper:

I just heard we are to loose Bette Cato in Juneau. The loss will be greatly felt. I am confidant that you will choose wisely in making your selection to replace her. I do not know the EXPERIENCE of any of the candidates but I do know Blatchford from Seward was the peoples next choice and seems a competant man. I personally would like to see some representation from other areas besides Valdez. I have not spoken with Bette or heard her views or thoughts on this.

I must reiterate again on the following subjects:

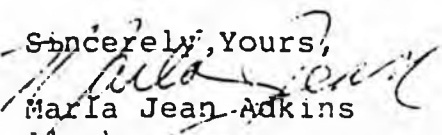
OIL RESPONSE: The Gulf Coast and Cordova, all Alaska, MUST be better prepared to deal with the next spill..should one come about (rather when). In this area, this means to use the most expeditious means possible for completion of the Copper River Highway and for construction of an Oil Response Road to the Bearing River, if we care about and want to truly protect our environment, abundant Gulf Coast/flats/delta. If Juneau fails to provide immediate funding and makes us wait still another 5 to 50 years, the Legislature and whatever Administration is in power, is flirting with disaster and sadly lacking by not taking their responsibilities in stride. You will all be guilty of dereliction of duty. At least Congressman Young, Interior Director Skinner and Admiral Yost agree with me regarding the quote "long overdue completion of CRH", unquote.

TOURISUM: If Alaska is going to compete and promote in the Tourism market....let us complete this highway, the long-overdue Whittier road, get Juneau linked up and upgrade all our road structure.

FERRY SYSTEM: I read Fran Ulmers comments with interest. I agree with her to make the Ferry self-sufficient \$ wise...upgrade, etc. I DISAGREE about using more Federal Transportation Highway Funds.

FEDERAL FUNDING: When we use \$8 million a year from Federal Transportation Funds (accounts), for capitol improvements to our Ferry system...we are making it other peoples business and it is definitely more than a local issue.

Sincerely, Yours,


Marla Jean Adkins

Alaskan

cc: Skinner, Oiled Mayors, City Mgr, Legislators, atty

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER
October 19, 1989

P.O. BOX 2
JUNEAU ALASKA 99811-2500
PHONE (907) 485-3500

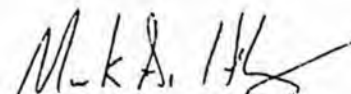
Marla Jean Adkins
Box 461
Cordova, Alaska

Dear Marla:

Thank you for your letter of September 11, 1989. In that letter you requested answers to the following questions: (1) Was anything ever determined about the 22 bridge sections stockpiled at 27 Mile of the Copper River Highway, regarding their use on the highway to span the Allen River? (2) Is DOT&PF working on the legislatively required Toll Feasibility Study? (3) Is Cordova going to be reassigned to the DOT&PF Northern Region? and (4) How much money does DOT&PF spend on the ferry system each year out of the state's yearly share of Federal Aid Highway funds?

- 1) We are currently considering a project for FY92 in the amount of \$400,000 in the General Fund portion of our proposed FY91-96 Six Year Capital Improvement Program to place the stock-piled bridge sections over the Allen River.
- 2) The Northern Region currently has a consultant under contract to complete a Toll Feasibility Study, which should be completed by January, 1990. As you know, that study will need to demonstrate to the governor and legislature that as a toll facility the Copper River Highway is financially feasible and able to provide adequate revenue to repay the cost of any bonds that are used to finance the project before issuance of any bonds can be authorized.
- 3) We have made no decision as yet on a change of regional responsibility for Cordova. Staff has made preliminary findings on the pros and cons of a change, and I am awaiting further input.
- 4) Federal funds for the Alaska Marine Highway System can be used only for capital improvements. The approximate amount that has been spent in recent years has been approximately eight million dollars per year of the approximately \$140 million of federal highway funds.

Sincerely,


Mark S. Hickey
Commissioner

cc: The Honorable Bette Cato, Alaska State Representative
W. Keith Gerken, Deputy Commissioner, Operations
John D. Horn, Regional Director, Northern Region
John D. Martin, Chief of Planning & Research, Northern Region

ROBERT C. BYRD, WEST VIRGINIA, CHAIRMAN

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United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510-6025

JAMES H. ENGLISH, STAFF DIRECTOR
JEFFREY KENNEDY, MINORITY STAFF DIRECTOR

October 5, 1989

Marla Jean Adkins
P.O. Box 461
Cordova, Alaska 99574

Dear Marla Jean:

Thanks for taking time to send me copies of your letters to the Alaska Department of Transportation and Public Facilities regarding the completion of the Copper River Highway.

I'm glad to know of your interest in the feasibility study being conducted by the Alaska Department of Transportation and Public Facilities and have contacted them on your behalf. Additionally, for your information, my staff have spoken to Lloyd Robinson, the consultant hired by the state of Alaska, regarding changes to federal law that would have to occur in order to build a toll road.

Thanks again for sharing with me your continued support for the completion of this road.

With best wishes,

Cordially,



TED STEVENS

FLORENCE C. BYRD, WEST VIRGINIA, CHAIRMAN

WELLS HUTCHINS HAWAII
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DON NICKLES OKLAHOMA
PHIL GRAMM TEXAS

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510-6025

JAMES H. ENGLISH, STATE DIRECTOR
BETH ANNIE M. MARCH, STATE DIRECTOR

October 31, 1989

Marla Jean Adkins
P.O. Box 461
Cordova, Alaska 99574

Dear Marla:

Your most recent letter asks some excellent questions regarding the proposed Copper River Highway which I will do my best to answer.

Under federal law, Federal Highway Administration funds cannot be used for pioneer roads or toll roads. This means that should the State of Alaska choose to build the Copper River Highway as a toll road and seek federal funds, an exemption or change in federal law would have to be obtained. This is what my staff discussed with the Legislature's consultant.

As you know, I have contacted the Alaska Department of Transportation requesting additional information on this project and expect to receive a response soon.

Thanks again for your interest.

With best wishes,

Cordially,



TED STEVENS

~~CONFIDENTIAL~~

5/10/79 11:30 AM
M. J. Adkins

~~Self explanatory
I'm doing it for good work
I'm doing it for good work!~~

M. J. Adkins
P. O. Box 4
Cordova, AK 99574

To
Alaska Oil Response Commission
hearings, this date, Cordova, AK

Gentlemen:

Being a supporter of the Copper River Highway completion...
I have remained silent for 90 days in order to work on the Spill
I have allowed myself time to reflect....meet with various
agencies and people and consider all issues for future spill
(not if, when)...in our North Gulf Coastal waters....not in
protected Prince Wm Sound.

We know the devastation that has taken its toll on Alaska.
We know the cleanup....the logistics....the backup support
and the route that was used overland to meet the needs.

Alaska needs an Oil Response road on our Coastal lands between
Cordova and Yakutat in order to protect our environment and
fish runs on the abundant Copper River Flats. We need the
completion of the Copper River Highway in order to back up
our Gulf Coast, that has been left uncompleted for 50 years

We are not talking about losing a few birds and fish to
tourists or sportsfishermen....we are talking large scale
destruction if we cannot have access to meet the needs.

Any further delay, stall tactics, is a self shortsightedness
on many and a continued and massive dereliction of duty on
part of our State and Federal leaders.

I appeal to you....to rationally sit back and weigh my words
if you are truly concerned with our environment, our future
our wildlife in this area and possibly health and lives.

Maria J. Adkins
Maria Jean Adkins
Alaskan

File: Cordova Road B.

M. J. Adkins
P. O. Box 461
Cordova, AK 99574

6-20-89

Senators

Ted Stevens
Frank Murkowski
U. S. Senate, Alaska
Washington, D. C.



Dear Ted and Frank:

With the recent Oil Spill disaster, I am having lots of thoughts concerning future potential problems, loss to lives etc. This time I am not going to slide or become complacent.

While Governor Gruening and Senators Begich, Barlett, when in Congress/office, felt Copper River Highway benefited all Alaskans....you seem to be maintaining it is a local issue.

What happens if we have a major spill or a tanker roll over? What happens if one of the 30 some cruise ships carrying between 1500 and 3000 tourists has a disaster or catches fire, etc?



With all the miles of Coastline between Cordova and Yakutat.... with a road partially completed to this area, we could proceed on to Yakutat. This highway would serve as a highway into the area for a supply line when the next disaster hits. (I dont want to hear one wont hit....we said that before). Valdez had the highway and use it we did to truck in the tremendous amts it takes. We also should have storage at here and Yakutat as well on down the coast where possible for boom material, crews, skimmers.

Again I repeat with tourism on the move...Cordovas future growth, the National Park, on and on and now the above...dont you think it is time to complete Copper River Highway?

I want to go on record with this letter. There is no reason not to be prepared better in the future for part of our Coastline. We have an obligation to the whole Nation. The few fishermen and dissidents can not continue to hamper the rest of Alaskans and risk our future environ due to not wanting lifestyle changes, etc....If a tanker rolls over off the flats....these fishermen, our State and Govt will wish we were prepared with that highway.

Sincerely Yours,
Maria Jean Adkins
Maria Jean Adkins

*no one mentions the Copper River -
or flats or Gulf or entire route in these
plans. Tunnel VISION on Sound -
Maurice*

6-19-89

Letter from the People:

~~XXXXXXXXXX~~ INTELLIGENCE.

Our Governor is running around the country on a Tourism Campaign,?.. promoting Tourism!....when Alaska has the least road miles for tourists....when we have virtually no State camping parks....not even roadside pullouts with outhouses....??? Amazing. This is the same Governor and Administration who said "show us support re the 50 year old uncompleted Copper River Highway that serves the largest National Park in the Nation and we will move"....that we gave Statewide support to in 1988 and still ZERO....that his Northern Dir this week tells us they will do ZERO in 1989.

This reminds me of the Environmentalists leaders the past two weeks at meetings who said the Spill didnt relate to reflect on completion of C.H so they wouldnt address it as it wasnt a result of the spill or a priority. The same people who complain Valdez gets everyting (Valdez goes after it, is represented obviously.)

These are the same people who dont want lifestyle changes....dont want a highway but want grants from everywhere for this and that.... live outside winters (many do)....or least go out to Calif, Florida, Az, Hawaii, rent cars, run the wheels off their cars...let the kiddies "enjoy more than Cordova has to offer".....

I mean we have a Gulf Coast Coastline for miles...with tankers up and down it...no Service highway except into ~~xxxx~~ Valdez. We have 30 some cruise ships with 1500 plus on board in the event of a disaster (that might not take place in Valdez back yard where there is a highway)....we have the age old high freight rates... we have School kids missing winter Sports activities due to sad Ferry schedules....locals moving to the Valley for "more to do, cheaper costs".....~~xx~~

We have you the rest of the Alaskan taxpayers paying for our 27 Bridges and private highway before you even get 50 miles out. We have roadwork done last year to the Allen River for zero? More tax dollars for nothing? Now we have the Norther Region Dir telling us this week....no work on Copper River Highway in 1989, when Comm Hickey told me personally in Juneau he would at least save what ~~xx~~ was done and fix up in 1988? We have our Historical bridge (the Million Dollar Bridge) that is lost to us unless we move on completing this 50 year Traviesty of several Do Nothing Administrations..

We have our fearless leaders once again bending the ~~xxxxhandfulxxxx~~ whims of special interests groups, wasting time and money when not only Cordova is effected but all Alaska, our whole North Gulf Coast? and our Governor is spending more money (and Exxons I hear) promoting Tourism....for a State that dont really have any highways, wont complete the one it has to its biggest National Park.....boy we are all taken down the promrose path this time, once again....

I ~~am~~ am embarrassed. I can leave Cordova...even Alaska....but the situation exists for the rest of you. How long will you Tolerate it... I ask this as did a recent article called Isolated in Alaska?

Marla Jean Adkins
Marla Jean Adkins
an Alaskan

Marla Jean Adkins

P.O. Box 461
Cordova, Alaska 99574
(907) 424-7311

2-2-90

Tim Kelly
Senator
Senate President
PO Box V
Juneau, Ak.

Dear Senator Kelly:

I re-read with interest your Press Releases of sometime back regarding Prince Wm Sound, Whittier road and Copper River Highway. With legislature in session, I feel it is the proper time to drop these lines and ask for your cooperation.

I am certain you have viewed the Poll response that was done by a professional firm for Copper River Highway by ALASKA R.O.A.D Assoc?

I would like to ask at this time....after 50 plus years.... for you to Sponsor a bill or at least perhaps with with Coghill or and co-sponsor, lending the strength of your office, to allocate monies to complete COPPER RIVER HIGHWAY. For starters we should not be waiting more years, with the protection of our Gulf Coast on line for Oil Response and backup.

I would immediately like to see a \$1,000,000 (million) to begin Design and preliminary construction, plus funds to cross the Allan River this summer. This will back up the funds put in the last two years between the Million Dollar Bridge and Allan River on work done out of Valdez. I believe Maintenance funds were used but no funds were issued back to DOT by the legislature.

I do not need to remind you that if Alaska is going to seek Tourism and move forward, unlock the North Gulf Coast at least a little, we must MOVE AHEAD with a MAJOR ROAD PROGRAM which includes new roads and upgrading our old, or we waste our efforts and \$.

With our Jet Port here, Tourism on the climb in the Sound, Oil future, the Nations largest National Park to enjoy....completion and immediately of COPPER RIVER HIGHWAY is a must.

Sincerely Yours,

Marla J. Adkins
Marla Jean Adkins

9-21-89

Jay Kerttula
Senator
State of Alaska
Box V
Juneau, Alaska

Dear Jay:

In lieu of the recent press release comments you gave the Anchorage Times in the Sept 19th edition, I want to go on record and hold you accountable.

In view of the fact you could not see a highway in your own district, COPPER RIVER HIGHWAY, to Cordova, completed in 20 (twenty) years...(1 highway). In view of the fact Alaska has only built 1 highway in 29 years...I find it interesting you are suddenly so aggressive to work on Alaskas highway system suddenly. I am certainly not complaining...it is long overdue by all of you down in Juneau.

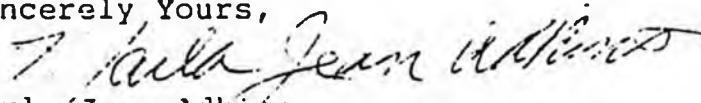
You promised ALL ALASKANS completion of COPPER RIVER HIGHWAY back in 1965. Yet only last year you said "if it could be worked out with the fishing interests". I feel you have been representing "special interests" in that statement. With proper Fish and Game Mgt, proper set backs, proper mgt as we must do anywhere, it is no different than any other highway built in Alaska.

With the potential of a future Oil Spill (another Tanker had to be helped this week again), on the Copper River flats or in the Gulf, which would destroy our Salmon runs here and in our National Park, our wildlife, the 20 million birds, since we could not even begin to respond....I feel any less than immediate completion of this 50 year old highway and even a Coastal road for response, is nothing short of massive and continued dereliction of duty by all of you in Juneau.

With Alaska competing with other States for Tourism, our State so locked up, the least roadmiles (12,000 lane miles) but the largest State...with Forestry spending tax dollars for a viewing building at 50 mile for our Historical bridge that is falling down...wont be rebuilt unless the highway is completed (Million Dollar Bridge)...our inadequate Ferry service to this community (I'm fed up sleeping on the floor with tourists, hit and miss schedule)....

I say dont just pay us lip service...get your acts together and upgrade Alaskas roads, finish this one, build a couple..SHOW US! I dont mean pave the whole state but GET REALISTIC.

Sincerely Yours,


Marla Jean Adkins
roadless in Alaska

cc: Stevens, Skinner, Young, Oiled Mayors, City Mgr, Tobin, attys

THE CORDOVA TIMES

Prince William Sound's Oldest Newspaper
Established 1914

5 CENTS

CORDOVA, ALASKA, THURSDAY, SEPTEMBER 21, 1989

VOL. 75, NO. 38

Council ok's road \$

The City of Cordova will fund a nonprofit organization called Alaska Road Opportunities for Access and Development (A.R.O.A.D.) with a \$35,000 grant to start up of the association. One goal is "promoting environmentally sound construction of roads in Alaska including Copper River Road from Umanak to Cordova."

Extending the Copper River Highway has been a divisive issue in Cordova for years, and Tuesday night's vote by city council reflected that split. With council deadlocked at 3-3, Mayor Doug Johansen cast the deciding vote in support of the organization.

Council members Jeff Hawley, Tom Kopchak and Mike Anderson opposed funding. Meera Kohler, Doug Lape and Dave Rawlins supported the measure. Scott Novak, president of

A.R.O.A.D., explained that the \$35,000 would be used as "seed money" for the association — to cover costs of lobbying efforts, enrolling members, hiring a secretary, purchasing office equipment and advertising for the association.

Kopchak, who opposes construction of the Copper River Highway, said his opposition to the group is based on its one-sided support of the highway issue. "Until the group is composed of a broad base, representing both sides of the issue, I can't justify spending \$35,000 toward it," he said.

Kopchak added that he's supportive of examining transportation alternatives for Cordova, but A.R.O.A.D. does not appear to represent all those alternatives. "It says build the Copper River Highway."

According to Novak, "the opinion I have is that the vast ma-

jority (of Cordovans) favor improving the transportation system." Some want to see the road built while other support improving the ferry system, he said. "But the state tells us we won't get any ferry monies until the road is built," Novak told the council.

Several members of the audience expressed disbelief with Novak's statement.

Hawley said he thought the money could be better spent on landfill development or a deep-water port, while Anderson said the group needs a broader support base.

When asked how the city can justify spending \$35,000 on an association with no prior history, Novak said the city was welcome to audit the group's spending.

Johansen, in breaking the tie, remarked that he's supportive of the "50-year opportunity" to construct the road.

9-21-89

Wm Tobin
Editor
Anchorage Times
Box 60
Anchorage, Ak

Dear Bill:

LETTER TO THE PEOPLE:

I read with interest Senator Kerttulas words in the Sept 19th edition of this paper re Alaskas Highways.

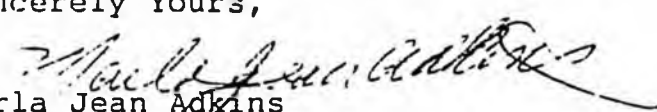
Considering he hasnt seen fit to see the 1 50 year old highway in his district completed the past 20 years...passed bills with no money attached re the historical and fameous, much-needed, COPPER RIVER HIGHWAY.....I hope he is sincere and All of Juneau gets its act together and upgrades Alaskas sad road system and completes this one thats laying around we keep pouring money into for studys but never completion.

If Alaska intends to compete for Tourism with only 12,000 lanemiles of road...we best get our act together.

Not-to-mention, we just had another Tanker floundering in the Sound. What happens when we have a Spill on the Copper River flats or in the Gulf Coast? We have no highway or Response Roads to back up cleanup. Valdez would have had real problems and the Sound had not we had access by way of the Richardson highway for supply and recon, etc.

Dont pay us anymore LIP SERVICE....SHOW US!! is my comments in regards to all this sudden interest. Those of us who been beating on Juneaus door to deaf ears are real gun-shy. Minority special interest groups seem to have a hold and environs locked Alaska up good past years. I dont mean pave the whole State but allow us to use some of it.

Sincerely Yours,


Marla Jean Adkins
Roadless in Cordova

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Alternatives For Cordova
Box 1131
Cordova, AK 99574

Jan.14, 1990

Dear Senator Kerttula,

The construction of a highway to Cordova seems to be an active issue this session. Alternatives For Cordova is a group of citizens which does not favor this project. We would like to emphasize how divided the community remains on the issue.

A brief review of past political decisions reflects this division. In about 1981, a community-wide straw poll showed 60% of the community against a Copper River Highway. About four years later, a similiar poll, but this time restricted to only voters within the Cordova City Limits, showed about 60% of voters in favor of the road. In September of 1989, the City Council voted \$35,000 of funding for the Alaska R.O.A.D. Assn., a local pro-Highway group. The vote was a tie vote, broken by the mayor. Then two months later, the vote was rescinded and the grant withdrawn, again by a tie vote broken by the mayor.

These experiences show how split the community is regarding a Copper River Highway. A fair estimate is that half of the community is against a road, and half is for a road. We believe that a Copper River Highway should not be started when the community it serves remains so divided about the benefits.

We would like to emphasize other pressing needs of Cordova. We need immediate improvement in ferry access. Even should you favor a road, the completion would be years off, and we need the improved access now, by ferry. Cordova needs help solving its' energy needs, and the Cordova Electric Cooperative will be asking for help in funding a hydroelectric project. Cheaper electricity is absolutely necessary for Cordova to maintain its' traditional economic base of fish processing.

You will be hearing a lot from the Alaska R.O.A.D. Assn. this year. The push will be to fund a "pioneer road" as a less expensive option. However, a "pioneer road" likely would not be safe for heavy traffic such as freight trucks or tour buses. It may do little for the basic industrial base of the town, which would still rely on Sealand and the ferry. Eventual upgrade to highway status will require hundreds of millions of dollars. Approximately half of the voters of this area do not want to spend their public monies on such a project.

Sincerely,



Oliver Osborn

cc:all legislators

B-4 Saturday, June 17, 1989, The Anchorage Times

Robert B. Atwood
President and Publisher

Elaine Atwood
Assistant Publisher

William J. Tobin
Vice-President, Editor-in-Chief

Editorial

Isolated in Cordova

PROBABLY nobody has had time yet to analyze all the logistical details, but the impression is strong that supplying the oil cleanup activity out of Cordova would have been greatly eased had there been a road linking the city with the rest of the state.

That there isn't a road is nothing less than a dereliction of duty on the part of at least the present and a couple of the past administrations in Juneau. Time after time, in countless ways, efforts to get the road built have been stymied by deliberate delays, calculated inaction and occasional overt decisions — all with the same result.

No road.

A lot of lip service.

But no road.

Quite apart from the eas-

ier and more rapid transportation that would have been available during the oil spill response period, the road is a necessary expansion of the state's highway system to serve the people of the state.

FOR THE long-term good of Cordova, new economic opportunities would abound if it had a surface link with the rest of the state.

Tourism alone would flourish in ways that are impossible now.

But getting anybody in state government to do something about it has not been possible. A few vocal dissidents have been able for years to deny highway accessibility to the majority of Cordova residents and other Alaskans.

How long is this going to be tolerated?



'STATE OF ALASKA'
OFFICE OF THE GOVERNOR
JUNEAU

June 17, 1988

The Honorable Jan Faiks
President of the Senate
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Senator Faiks:

On this date I have allowed the following bill to become law without my signature and am transmitting the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

SENATE COMMITTEE SUBSTITUTE FOR
COMMITTEE SUBSTITUTE FOR
HOUSE BILL NO. 101(Fin) am S
(Relating to state toll facilities.)
Chapter No. 165, SLA 1988

This legislation makes changes desired by the Department of Transportation and Public Facilities (DOT/PF) regarding toll facilities, including authorizing the construction of the Copper River highway as a toll facility if certain conditions are met and federal funds be made available. I fully agree with the purpose of the first four sections of this bill, which primarily add tunnels to the list of authorized public toll facilities since the proposed Whittier highway tunnel may later become feasible or necessary.

Most of the public's attention, however, has been focused on Section 5 of this bill. Section 5 instructs DOT/PF to build the Copper River highway as a toll road, but bonding authorization has not been provided to do so. Further, federal bridge funds would be available only if the state commits to constructing the road, but this bill makes constructing the road contingent on receipt of the federal bridge funds.

If the road is to be constructed using revenue bonds, AS 37.15.730(1) requires the department to submit a feasibility study to the Governor and the Legislature and to determine if this method is financially feasible. Also, in the event that federal bridge funds became available to the

Letter from Governor / Chapter 165 SLA 88

state, funding for actual construction of the road would still be subject to a positive feasibility study and subsequent bonding authorization by the Legislature.

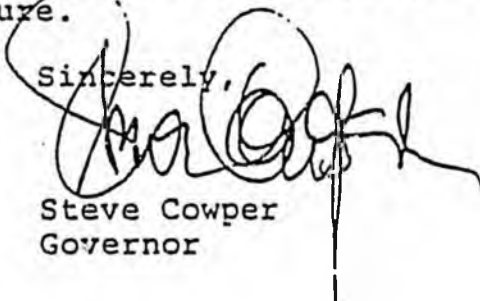
Section 5 serves little practical purpose. House Concurrent Resolution 46, relating to a Copper River toll road, passed the Legislature this year. It requests the Governor to direct DOT/PF to construct the route as a toll road. The Legislature's desire for a toll road has therefore already been expressed through this resolution.

Many people in the Cordova area evidently have been told that this legislation mandates the building of the Copper River highway. Judging from the public opinion messages I have received, there is a strong belief in some quarters that this bill is the final step in the process and that construction of the road will begin immediately.

That assumption is wrong. The Copper River highway is a major undertaking which will involve a substantial commitment of public money. Like all major public works projects, it requires a careful assessment of its benefits and burdens which cannot be made for many months. The unrealistic expectations which have been expressed by some of the proponents of the Copper River highway will probably result in frustration later, when people realize that the normal processes have not really been circumvented.

For these reasons, I am allowing SCS CSHB 101(Fin) am S to become law without my signature.

Sincerely,



Steve Cowper
Governor

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