

AK LEGISLATURE FINANCE COMMITTEES FILES 2007-2008 3368

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1 * Sec. 21. The following sets out the statewide funding for the appropriations made in sec. 19
2 of this Act.

3	Funding Source	Amount
4	General Funds	
5	***Total General Funds***	\$0
6	Federal Funds	
7	***Total Federal Funds***	\$0
8	Other Non-Duplicated Funds	
9	***Total Other Non-Duplicated Funds***	\$0
10	Duplicated Funds	
11	1008 General Obligation Bonds	220,600,000
12	***Total Duplicated Funds***	\$220,600,000

13 (SECTION 22 OF THIS ACT BEGINS ON PAGE 189)

1 * **Sec. 22. LEGISLATIVE INTENT.** It is the intent of the legislature that, with respect to
 2 economic stimulus rebate checks issued by the federal government during 2008, all state
 3 program beneficiaries be treated the same as all federal program beneficiaries and any rebate
 4 issued not affect income eligibility criteria for any state program for the fiscal years ending
 5 June 30, 2008, and June 30, 2009.

6 * **Sec. 23. DEPARTMENT OF COMMERCE, COMMUNITY, AND ECONOMIC**
 7 **DEVELOPMENT.** (a) Section 1, ch. 159, SLA 2004, page 3, lines 9 - 10, is amended to read:

	APPROPRIATION	OTHER
	ITEMS	FUNDS
10 Re-Engineering Insurance Business	<u>2,525,000</u>	<u>2,525,000</u>
11 Processes (ED 99)	[525,000]	[525,000]

12 (b) The sum of \$270,000 is appropriated from the general fund to the Department of
 13 Commerce, Community, and Economic Development for payment as a grant under
 14 AS 37.05.316 to Haines Senior Assisted Living Center for removal and disposal of the
 15 Alaskan and Proud building in Haines for the fiscal years ending June 30, 2008, and June 30,
 16 2009.

17 (c) Section 4, ch. 30, SLA 2007, page 84, lines 22 - 23, is amended to read:

	APPROPRIATION	GENERAL	OTHER
	ITEMS	FUND	FUNDS
20 Alaska Energy Authority	31,700,000	1,200,000	30,500,000
21 <u>Energy Projects and</u>			
22 <u>Development of a</u>			
23 <u>Statewide Energy Plan</u>			
24 (HD 1-40)			

25 (d) The unexpended and unobligated balance, not to exceed \$1,000,000 of the
 26 appropriation made in sec. 1, ch. 82, SLA 2006, page 107, line 12, and allocated on page 108,
 27 lines 3 - 4 (Matanuska-Susitna Borough, Engstrom Road paving - \$1,500,000) is
 28 reappropriated to the Department of Commerce, Community, and Economic Development for
 29 payment as a grant under AS 37.05.315 to the Matanuska-Susitna Borough for repair and
 30 paving of Engstrom Road.

31 * **Sec. 24. DEPARTMENT OF LAW.** The sum of \$1,449,100 is appropriated from the

1 general fund to the Department of Law, civil division, deputy attorney general's office, for the
2 purpose of paying judgments and settlements against the state for the fiscal year ending
3 June 30, 2008.

4 * Sec. 25. DEPARTMENT OF NATURAL RESOURCES. (a) Section 12, ch. 2, FSSLA
5 1999, as amended by sec. 30, ch. 135, SLA 2000, sec. 73(b), ch. 61, SLA 2001, sec. 47(b), ch.
6 1, SSSLA 2002, sec. 24(l), ch. 159, SLA 2004, and sec. 34(a), ch. 82, SLA 2006, is amended
7 to read:

8 Sec. 12. DEPARTMENT OF NATURAL RESOURCES. The unexpended and
9 unobligated balance of the appropriation made in sec. 9, ch. 139, SLA 1998 (DNR
10 appraisal of public school lands - \$432,525) is reappropriated for the fiscal years
11 ending June 30, 2000, June 30, 2001, June 30, 2002, June 30, 2003, June 30, 2004,
12 June 30, 2005, June 30, 2006, June 30, 2007, [AND] June 30, 2008, June 30, 2009,
13 June 30, 2010, and June 30, 2011. to the Department of Natural Resources for an
14 appraisal of public school lands to determine the fair market value of the public school
15 trust land where the land was redesignated as general grant land in 1978.

16 (b) Section 47(c), ch. 1, SSSLA 2002, as amended by sec. 24(m), ch. 159, SLA 2004,
17 and sec. 34(b), ch. 82, SLA 2006, is amended to read:

18 (c) The sum of \$305,000 is appropriated from the public school trust fund
19 (AS 37.14.110) to the Department of Natural Resources for the fiscal years ending
20 June 30, 2002, June 30, 2003, June 30, 2004, June 30, 2005, June 30, 2006, June 30,
21 2007, [AND] June 30, 2008, June 30, 2009, June 30, 2010, and June 30, 2011, for
22 an appraisal of public school lands to determine the fair market value of the public
23 school trust land where the land was redesignated as general grant land in 1978.

24 * Sec. 26. DEPARTMENT OF REVENUE. Section 4, ch. 30, SLA 2007, page 102, lines 21
25 - 23, is amended to read:

	APPROPRIATION	OTHER
	ITEMS	FUNDS
26 Permanent Fund Dividend Payment <u>and</u>	<u>925,000</u>	<u>925,000</u>
27 <u>Collection</u> System Replacement (HD 1-40)	[425,000]	[425,000]

28 * Sec. 27. DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES. (a)
29 Section 20(o), ch. 30, SLA 2007, is amended to read:
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31

1 (o) The sum of \$1,275,000 is appropriated from the general fund to the
2 Department of Transportation and Public Facilities for Girdwood maintenance shop
3 replacement and salt storage building.

4 (b) The unexpended and unobligated balance on June 30, 2008, of the appropriation
5 made in sec. 4, ch. 3, FSSLA 2005, page 97, lines 10 - 13 (Fairbanks, Richardson Highway,
6 northbound Chena overflow bypass/bridge for gas pipeline - \$2,500,000) is reappropriated to
7 the Department of Transportation and Public Facilities for the Richardson Highway, Shaw
8 Creek Bridge project.

9 (c) Section 4, ch. 3, FSSLA 2005, page 98, lines 19 - 22, is amended to read:

10 ALLOCATIONS

11 Kodiak - Otmeloi 1,000,000

12 Wav Rehabilitation

13 and Rezanof Drive

14 Rehabilitation Lighting

15 and Intersection Safety

16 Improvements (HD 36)

17 (d) Section 1, ch. 82, SLA 2006, page 85, lines 17 - 18, as amended by sec. 28(f), ch.
18 11, SLA 2008, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
21 Emergency and Non-Routine Repairs	<u>463,200</u>	<u>463,200</u>
22 (HD 1-40)	[378,200]	[378,200]

23 * Sec. 28. AMENDMENT OF LAPSE OF CERTAIN PRIOR YEAR APPROPRIATIONS.

24 (a) Section 61(d), ch. 30, SLA 2007, is amended to read:

25 (d) The appropriation made by sec. 20(a), ch. 3, FSSLA 2005, as amended by
26 sec. 13(c), ch. 30, SLA 2007 [OF THIS ACT], lapses June 30, 2009 [2008].

27 (b) Section 34(c), ch. 82, SLA 2006, as amended by sec. 4(a), ch. 6, SLA 2007, is
28 amended to read:

29 (c) The unexpended and unobligated balance of the appropriation made in sec.
30 7(d), ch. 6, SLA 2005, lapses June 30, 2010 [2008].

31 (c) Section 64(c), ch. 3, FSSLA 2005, as amended by sec. 4(b), ch. 6, SLA 2007, is

1 amended to read:

2 (c) The appropriations made by

3 (1) sec. 37(b), ch. 3, FSSLA 2005, lapse June 30, 2007;

4 (2) secs. 20(a), [20(c),] 20(c), and 20(f), ch. 3, FSSLA 2005, lapse
5 June 30, 2008;

6 (3) sec. 20(c), ch. 3, FSSLA 2005, lapse June 30, 2009.

7 (d) Section 20(d), ch. 3, FSSLA 2005, as amended by sec. 34(d), ch. 82, SLA 2006,
8 and sec. 4(c), ch. 6, SLA 2007, is amended to read:

9 (d) The sum of \$1,525,000 is appropriated from the general fund to the
10 Department of Natural Resources for work related to the state gas pipeline and to
11 bringing North Slope natural gas to market, for the fiscal years ending June 30, 2005,
12 June 30, 2006, June 30, 2007, [AND] June 30, 2008, June 30, 2009, and June 30,
13 2010, for the following purposes:

PURPOSE	ALLOCATION
(1) Bullen Pt. Road right-of-way permitting	\$800,000
(2) Division of oil and gas increased workload	675,000
(3) Commissioner's office increased workload	50,000

14 * **Sec. 29. FEDERAL AND OTHER PROGRAM RECEIPTS.** (a) Federal receipts,
15 designated program receipts as defined in AS 37.05.146(b)(3), information services fund
16 program receipts as defined in AS 44.21.045(b), receipts of the University of Alaska as
17 described in AS 37.05.146(b)(2), receipts of commercial fisheries test fishing operations
18 under AS 37.05.146(c)(21), corporate receipts of the Alaska Housing Finance Corporation,
19 corporate receipts of the Alaska Aerospace Development Corporation, Exxon Valdez oil spill
20 trust receipts as defined in AS 37.05.146(b)(4), and receipts of the Alaska Fire Standards
21 Council under AS 37.05.146(b)(5), that exceed the amounts appropriated by this Act are
22 appropriated conditioned on compliance with the program review provisions of
23 AS 37.07.080(h).

24 (b) If federal or other program receipts as defined in AS 37.05.146 and in
25 AS 44.21.045(b) exceed the estimates appropriated by this Act, the appropriations from state
26 funds for the affected program may be reduced by the excess if the reductions are consistent
27 with applicable federal statutes.
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1 (c) If federal or other program receipts as defined in AS 37.05.146 and in
2 AS 44.21.045(b) fall short of the estimates appropriated by this Act, the affected
3 appropriation is reduced by the amount of the shortfall in receipts.

4 (d) The section in the version of HB 310, Twenty-Fifth Alaska State Legislature, that
5 is enacted into law and that corresponds to sec. 22(a), SCS CSHB 310(FIN) am S(brf sup maj
6 fld S), is amended to read:

7 (a) Federal receipts, designated program receipts as defined in
8 AS 37.05.146(b)(3), information services fund program receipts as described in
9 AS 44.21.045(b), Exxon Valdez oil spill trust receipts described in
10 AS 37.05.146(b)(4), receipts of the Alaska Housing Finance Corporation, [AND]
11 receipts of the Alaska Fire Standards Council described in AS 37.05.146(b)(5), and
12 receipts of the Alaska marine highway system fund described in AS 19.65.060(a)
13 that are received during the fiscal year ending June 30, 2009, and that exceed the
14 amounts appropriated by this Act, are appropriated conditioned on compliance with
15 the program review provisions of AS 37.07.080(h).

16 * Sec. 30. FUND TRANSFERS. (a) The following amounts are appropriated to the election
17 fund required by the federal Help America Vote Act:

18 (1) the sum of \$100,000 from federal receipts;

19 (2) interest earned on amounts in the election fund required by the federal
20 Help America Vote Act.

21 (b) The sum of \$25,000,000 is appropriated from the general fund to the Alaska
22 marine highway system fund (AS 19.65.060(a)).

23 (c) The sum of \$75,000,000 is appropriated from the general fund to the Alaska
24 marine highway system vessel replacement fund (AS 37.05.550).

25 (d) The sum of \$2,000,000 is appropriated from the general fund to the oil and
26 hazardous substance release prevention account (AS 46.08.010(a)(1)).

27 (e) The sum of \$1,127,820 is appropriated from the general fund to the major
28 maintenance grant fund (AS 14.11.007).

29 * Sec. 31. INSURANCE CLAIMS. The amounts to be received in settlement of insurance
30 claims for losses and the amounts to be received as recovery for losses are appropriated from
31 the general fund to the

- 1 (1) state insurance catastrophe reserve account (AS 37.05.289(a)); or
 2 (2) appropriate state agency to mitigate the loss.

3 * **Sec. 32. NATIONAL PETROLEUM RESERVE - ALASKA IMPACT GRANT**
 4 **PROGRAM.** The amount received by the National Petroleum Reserve - Alaska special
 5 revenue fund (AS 37.05.530) under 42 U.S.C. 6506a(f) or former 42 U.S.C. 6508 by
 6 August 31, 2008, estimated to be \$5,300,000, is appropriated from that fund to the
 7 Department of Commerce, Community, and Economic Development for capital project grants
 8 under the National Petroleum Reserve - Alaska impact grant program to the following
 9 municipalities in the amounts stated:

10	MUNICIPALITY	PROJECT	APPROPRIATION
11	North Slope Borough	Emergency operations center	\$ 317,000
12		communication upgrades	
13		and response tools, equipment,	
14		supplies, and personal	
15		protective equipment for	
16		NPRA village fire departments	
17	North Slope Borough	Flight equipment, medical	500,000
18		oxygen generator, equipment,	
19		vehicles, and supplies for	
20		search and rescue department	
21	North Slope Borough	Arctic fox continuing study	402,000
22	North Slope Borough	Police officers for NPRA	274,000
23		impacted communities	
24	City of Wainwright	Robert James Community	36,000
25		Center heating fuel tank	
26		replacement	
27	North Slope Borough	School counselors	300,000
28	City of Barrow	Piuraagvik Recreation Center	1,300,000
29		facility addition design	
30	City of Barrow	Public facilities operations and	985,000
31		maintenance	

1	North Slope Borough	Water tender	300,000
2	City of Atkasuk	Local government operations	238,000
3		and youth center	
4	City of Wainwright	Wainwright local government	188,000
5		operations	
6	City of Wainwright	Wainwright youth program	125,000
7	City of Nuiqsut	Local government operations	285,000
8		and maintenance	
9	City of Nuiqsut	Youth recreation	50,000

10 * Sec. 33. RURAL ELECTRIFICATION REVOLVING LOAN FUND; ELECTRICAL
 11 EMERGENCIES PROGRAM. (a) Notwithstanding AS 42.45.020(g), the balance of the rural
 12 electrification revolving loan fund (AS 42.45.020) on June 30, 2008, estimated to be \$80,400,
 13 is appropriated to the Department of Commerce, Community, and Economic Development,
 14 Alaska Energy Authority, for the electrical emergencies program.

15 (b) The sum of \$250,000 is appropriated from the general fund to the Department of
 16 Commerce, Community, and Economic Development, Alaska Energy Authority, for the
 17 electrical emergencies program.

18 * Sec. 34. HOUSE DISTRICT 1. (a) Section 1, ch. 30, SLA 2007, page 62, lines 32 - 33, is
 19 amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
20		
21		
22	Ketchikan (City of) - Meth <u>and</u>	35,000
23	<u>Other Drug</u> Education Project	35,000

24 (b) The unexpended and unobligated balance of the appropriation made in sec. 18(a),
 25 ch. 82, SLA 2003 (Ketchikan Gateway Borough, parking lot lighting) is reappropriated to the
 26 Department of Commerce, Community, and Economic Development for payment as a grant
 27 under AS 37.06.010 to the Ketchikan Gateway Borough for airport parking lot upgrades.

28 * Sec. 35. HOUSE DISTRICT 2. (a) The unexpended and unobligated balance of the
 29 appropriation made in sec. 1, ch. 1, SSSLA 2002, page 8, lines 8 - 10 (Wrangell, water tank
 30 and connection to upper water reservoir - \$180,000) is reappropriated to the Department of
 31 Commerce, Community, and Economic Development for payment as a grant under

1 AS 37.05.315 to the City of Wrangell for water tank and connection to upper water reservoir
2 for the fiscal year ending June 30, 2009.

3 (b) Section 1, ch. 61, SLA 2001, page 17, lines 8 - 9, is amended to read:

4 ALLOCATIONS

5 Sitka Sawmill Creek 900,000

6 Road Sewer and Water

7 Upgrades [EXPANSION

8 PHASE 2] (ED 2)

9 * Sec. 36. HOUSE DISTRICT 5. (a) The unexpended and unobligated balance of the
10 appropriation made in sec. 33(b), ch. 159, SLA 2004 (Angoon, city dock and boat harbor
11 repair and expansion - \$314,000) is reappropriated to the Department of Commerce,
12 Community, and Economic Development for payment as a grant under AS 37.05.315 to the
13 City of Angoon for community projects and improvements.

14 (b) The unexpended and unobligated balance, not to exceed \$11,285, of the
15 appropriation made in sec. 1, ch. 1, SSSLA 2002, page 6, lines 15 - 17 (Hydaburg, ice cold
16 storage/smokery facility final phase - \$75,000) is reappropriated to the Department of
17 Commerce, Community, and Economic Development for payment as a grant under
18 AS 37.05.315 to the City of Hydaburg for replacing water turbine impellers.

19 (c) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.
20 30, SLA 2007, page 57, lines 17 - 19 (Gustavus, Falls Creek hydroelectric project
21 construction - \$300,000) is reappropriated to the Department of Commerce, Community, and
22 Economic Development for payment as a grant under AS 37.05.316 to the Gustavus Electric
23 Company for the Falls Creek hydroelectric project construction.

24 (d) The unexpended and unobligated balance, not to exceed \$500,000, of the
25 appropriation made in sec. 4(c), ch. 82, SLA 2006, page 118, lines 20 - 22 (Craig, Ward Cove
26 cannery renovation and upgrades - \$1,000,000) is reappropriated to the Department of
27 Commerce, Community, and Economic Development for payment as a grant under
28 AS 37.05.315 to the City of Craig for the Prince of Wales health care facility project.

29 (e) The unexpended and unobligated balance, not to exceed \$300,000, of the
30 appropriation made in sec. 4(c), ch. 82, SLA 2006, page 118, lines 20 - 22 (Craig, Ward Cove
31 cannery renovation and upgrades - \$1,000,000) is reappropriated to the Department of

1 Commerce, Community, and Economic Development for payment as a grant under
2 AS 37.05.315 to the City of Craig for Craig Elementary School roof replacement.

3 (f) If the amount available for reappropriation under (d) and (e) of this section is less
4 than \$800,000, the reappropriations made in (d) and (e) of this section shall be reduced in
5 proportion to the amount of the shortfall.

6 * Sec. 37. HOUSE DISTRICT 6. (a) The unexpended and unobligated balance of the
7 appropriation made from that portion of the appropriation made in sec. 14, ch. 79, SLA 1993,
8 and allocated under sec. 4(b), ch. 80, SLA 1993, to the account in the municipal capital
9 project matching grant fund that the Department of Commerce, Community, and Economic
10 Development holds in custody for the City of Kaltag under AS 37.06.010(b) that was awarded
11 as grant number 8/94-084 by the Department of Administration for road development is
12 reappropriated to the Department of Commerce, Community, and Economic Development for
13 payment as a grant under AS 37.06.010 to the City of Kaltag for road maintenance and safety.

14 (b) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.
15 1, SSSLA 2002, page 79, lines 22 - 23 (Koyukuk, storage building construction - \$25,000) is
16 reappropriated to the Department of Commerce, Community, and Economic Development for
17 payment as a grant under AS 37.06.010 to the City of Koyukuk for city projects and
18 improvements.

19 * Sec. 38. HOUSE DISTRICTS 7 - 11. Section 4, ch. 3, FSSLA 2005, page 98, lines 4 - 5,
20 is amended to read:

21 ALLOCATIONS

22 Fairbanks - Gaffney Road 6,250,000

23 Upgrade and Cushman

24 Street Reconstruction

25 (HD 7-11)

26 * Sec. 39. HOUSE DISTRICTS 13 - 16. The unexpended and unobligated balance of the
27 appropriation made in sec. 42(d), ch. 3, FSSLA 2005 (Wasilla, water utility improvements
28 along the Palmer-Wasilla Highway extension) is reappropriated to the Department of
29 Commerce, Community, and Economic Development for payment as a grant under
30 AS 37.05.315 to the City of Wasilla for the Garden Terrace water main extension project.

31 * Sec. 40. HOUSE DISTRICT 15. The unexpended and unobligated balance of the

1 appropriation made in sec. 1, ch. 82, SLA 2006, page 44, lines 14 - 17, as amended by sec.
2 37(c), ch. 30, SLA 2007 (Matanuska-Susitna Borough, Knik Road Service Area No. 17, This
3 Way, That Way, Finally Here) is reappropriated to the Department of Commerce,
4 Community, and Economic Development for payment as a grant under AS 37.05.315 to the
5 Matanuska-Susitna Borough for upgrading Knik Road Service Area No. 17, Carmel Road.

6 * Sec. 41. HOUSE DISTRICTS 17 - 32. (a) The unexpended and unobligated balance of
7 the appropriation made in sec. 1, ch. 82, SLA 2006, page 49, lines 8 - 11 (Anchorage, Eagle
8 River Lions Club access and site improvements - \$200,000) is reappropriated to the
9 Department of Commerce, Community, and Economic Development for payment as a grant
10 under AS 37.05.316 to the Eagle River Lions Club for access and site improvements.

11 (b) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.
12 82, SLA 2006, page 49, line 33, through page 50, line 4 (Anchorage, Grumman Street south
13 of Tudor Road area drainage - \$60,000) is reappropriated to the Department of Commerce
14 Community, and Economic Development for payment as a grant under AS 37.05.315 to the
15 Municipality of Anchorage for safety improvements to 42nd Avenue from Lake Otis Parkway
16 to Florida Street.

17 * Sec. 42. HOUSE DISTRICT 19. The unexpended and unobligated balances of the
18 appropriations made in sec. 1, ch. 1, SSSLA 2002, page 15, lines 3 - 6 (Anchorage, planning
19 and development for Muldoon town center project - \$250,000) and sec. 21(b), ch. 1, SSSLA
20 2002 (Anchorage, drainage improvements at Fourth Avenue and Creekside) are
21 reappropriated to the Department of Commerce, Community, and Economic Development for
22 payment as a grant under AS 37.05.315 to the Municipality of Anchorage for traffic and
23 pedestrian safety improvements.

24 * Sec. 43. HOUSE DISTRICT 21. The unexpended and unobligated balance of the
25 appropriation made in sec. 1, ch. 1, SSSLA 2002, page 13, lines 28 - 30 (Anchorage, East
26 Anchorage Muldoon ball field development - \$150,000) is reappropriated to the Department
27 of Commerce, Community, and Economic Development for payment as a grant under
28 AS 37.05.315 to the Municipality of Anchorage for East Anchorage Muldoon ball field
29 development.

30 * Sec. 44. HOUSE DISTRICTS 25 - 26. The unexpended and unobligated balance of the
31 appropriation made in sec. 1, ch. 1, SSSLA 2002, page 21, line 30, through page 22, line 3

1 (Boys/Girls Ciubs of Southcentral AK, Dimond/Sand Lake clubhouse facility lease, upgrades,
2 and program equipment - \$50,000) is reappropriated to the Department of Commerce,
3 Community, and Economic Development for payment as a grant under AS 37.05.316 to the
4 Woodland Park Boys and Girls Club for capital improvements and program equipment.

5 * Sec. 45. HOUSE DISTRICT 28. The unexpended and unobligated balance of the
6 appropriation made in sec. 1, ch. 1, SSSLA 2002, page 13, lines 16 - 19 (Anchorage,
7 completion of the South Anchorage sports complex baseball fields - \$500,000) is
8 reappropriated to the Department of Commerce, Community, and Economic Development for
9 payment as a grant under AS 37.05.316 to the American Legion, Department of Alaska, for
10 completion of the South Anchorage sports complex baseball fields.

11 * Sec. 46. HOUSE DISTRICT 30. (a) The unexpended and unobligated balance, not to
12 exceed \$40,000, of the appropriation made in sec. 1, ch. 3, FSSLA 2005, page 29, lines 27 -
13 30 (Anchorage, Abbott Road guard rail construction, Birch Run subdivision - \$75,000) is
14 reappropriated to the Department of Commerce, Community, and Economic Development for
15 payment as a grant under AS 37.05.315 to the Municipality of Anchorage for Meadow Park
16 improvements.

17 (b) The unexpended and unobligated balance, not to exceed \$33,500, of the
18 appropriation made in sec. 1, ch. 3, FSSLA 2005, page 29, lines 27 - 30 (Anchorage, Abbott
19 Road guard rail construction, Birch Run subdivision - \$75,000) is reappropriated to the
20 Department of Commerce, Community, and Economic Development for payment as a grant
21 under AS 37.05.315 to the Municipality of Anchorage for the Sahalee subdivision trail
22 connect.

23 (c) If the amount available for reappropriation under (a) and (b) of this section is less
24 than \$73,500, the reappropriations made in (a) and (b) of this section shall be reduced in
25 proportion to the amount of the shortfall.

26 * Sec. 47. HOUSE DISTRICT 32. (a) The unexpended and unobligated balances of the
27 appropriations made in sec. 28(a), ch. 82, SLA 2003 (Whittier, design and construction of
28 water, sewer, and paving project) and sec. 28(b), ch. 82, SLA 2003 (Whittier, design and
29 construction of water, sewer, and paving project) are reappropriated to the Department of
30 Commerce, Community, and Economic Development for payment as a grant under
31 AS 37.05.315 to the City of Whittier for community projects and improvements.

1 (b) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.
2 30, SLA 2007, page 48, lines 13 - 15 (Anchorage, Rockridge Drive relocation project -
3 \$60,000) is reappropriated to the Department of Commerce, Community, and Economic
4 Development for payment as a grant under AS 37.05.315 to the Municipality of Anchorage
5 for Birch Road safety improvements.

6 * Sec. 48. HOUSE DISTRICT 37. (a) The unexpended and unobligated balance of the
7 appropriation made in sec. 32(d), ch. 82, SLA 2003 (Bristol Bay Borough, Naknek sewer
8 extension design project) is reappropriated to the Department of Commerce, Community, and
9 Economic Development for payment as a grant under AS 37.05.315 to the Bristol Bay
10 Borough for furniture and fixtures for the Martin Morsen Regional Library in Naknek.

11 (b) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.
12 3, FSSLA 2005, page 15, lines 23 - 27 (Dillingham, Dillingham city schools, Dillingham
13 Elementary School fire and safety upgrades - \$200,000) is reappropriated to the Department
14 of Commerce, Community, and Economic Development for payment as a grant under
15 AS 37.05.315 to the City of Dillingham for Dillingham High School fire and safety upgrades.

16 * Sec. 49. HOUSE DISTRICT 38. The unexpended and unobligated balance of the
17 appropriation made in sec. 44(c), ch. 159, SLA 2004 (Kwigillingok, purchase of equipment,
18 construction of a storage shed, and installation of a flush-hall system) is reappropriated to the
19 Department of Commerce, Community, and Economic Development for payment as a grant
20 under AS 37.06.020 to the unincorporated community of Kwigillingok for purchase of
21 equipment and boardwalk maintenance.

22 * Sec. 50. HOUSE DISTRICT 39. (a) The unexpended and unobligated balances of the
23 appropriations made in sec. 45(b), ch. 30, SLA 2007 (Wales, payment to the IRS and
24 Department of Labor of 2005 and 2006 payroll taxes, penalties, and interest) and sec. 1, ch. 3,
25 FSSLA 2005, page 22, lines 16 - 18, as amended by sec. 45(c), ch. 30, SLA 2007 (Wales, city
26 facilities repair and maintenance and payment of 2005 and 2006 payroll taxes, penalties, and
27 interest to IRS and Department of Labor - \$25,000) are reappropriated to the Department of
28 Commerce, Community, and Economic Development for payment as a grant under
29 AS 37.05.315 to the City of Wales for community facilities repair and maintenance and
30 equipment and parts purchases.

31 (b) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.

1 3, FSSLA 2005, page 43, line 17, and allocated on page 44, line 33, through page 45, line 4
 2 (Saint Mary's, Andreafski High School code upgrades - \$304,449) is reappropriated to the
 3 Department of Education and Early Development for payment as a grant under AS 14.11.007
 4 to the Saint Mary's School District for the school complex renovation project.

5 (c) The unexpended and unobligated balance of the appropriation made in sec. 3, ch.
 6 61, SLA 2001, page 69, lines 30 - 31 (Lower Yukon, Emmonak mechanical system upgrade -
 7 \$574,885) is reappropriated to the Department of Education and Early Development for
 8 payment as a grant under AS 14.11.015 to the Lower Yukon School District for the Russian
 9 Mission K-12 school replacement project.

10 * Sec. 51. BULK FUEL BRIDGE LOAN FUND. The amount held in trust for the state by
 11 the Alaska Village Electric Cooperative in the form of cash, loan receivables, and interest,
 12 estimated to be \$2,200,000, is appropriated from the money held in trust for the state by the
 13 Alaska Village Electric Cooperative to the bulk fuel bridge loan fund (AS 29.60.660).

14 * Sec. 52. DEPARTMENT OF COMMERCE, COMMUNITY, AND ECONOMIC
 15 DEVELOPMENT. (a) The sum of \$55,000 is appropriated from the anatomical gift
 16 awareness fund (AS 13.50.160) to the Department of Commerce, Community, and Economic
 17 Development for payment as a grant under AS 37.05.316 to Life Alaska Donor Services, Inc.,
 18 for promoting the donation program for the fiscal year ending June 30, 2009.

19 (b) The sum of \$125,000 is appropriated from the general fund to the Department of
 20 Commerce, Community, and Economic Development for payment as a grant under
 21 AS 37.05.316 to World Trade Center Alaska for the international trade program partnership
 22 for the fiscal year ending June 30, 2009.

23 * Sec. 53. DEPARTMENT OF EDUCATION AND EARLY DEVELOPMENT. (a) The
 24 sum of \$20,700,000 is appropriated from the general fund to the Department of Education and
 25 Early Development for distribution as grants to each school district for energy relief for the
 26 fiscal year ending June 30, 2008, based on adjusted ADM as calculated under
 27 AS 14.17.410(b)(1).

28 (b) The following amounts are appropriated from the major maintenance grant fund
 29 (AS 14.11.007) to the Department of Education and Early Development for payment as grants
 30 under AS 14.11.007 to the following school districts for the following purposes:

31 RECIPIENT/PURPOSE

AMOUNT

1	Ketchikan Gateway Borough School District -	\$ 436,095
2	Schoenbar Middle School Repair and	
3	Remediation	
4	Ketchikan Gateway Borough School District -	44,871
5	Playground Safety Upgrades - Houghtaling,	
6	Valley Park, and Pt. Higgins Elementary Schools	
7	Klawock City School District - K-12 School Gym	353,617
8	Structural Repairs	
9	Klawock City School District - K-12 School Renovation	293,237

10 * Sec. 54. DEPARTMENT OF ENVIRONMENTAL CONSERVATION. The sum of
 11 \$3,720,841 is appropriated from the general fund to the Department of Environmental
 12 Conservation for municipal water, sewage, and solid waste facilities grants (AS 46.03.030)
 13 for the following projects in the following amounts:

14	PROJECT	AMOUNT
15	Homer water treatment plant upgrade	\$494,400
16	Kenai new water transmission main phase 2	279,450
17	well house	
18	Kodiak Aleutian homes water and sewer	519,120
19	replacement phase 4	
20	Kodiak ultraviolet secondary water treatment	824,000
21	facility	
22	Palmer steel water main replacement phase 6	547,917
23	Palmer wastewater treatment plant improvements	59,512
24	design	
25	Palmer southwest utility extension phase 2	706,642
26	Wasilla Mission Hills water extension	289,800

27 * Sec. 55 DEPARTMENT OF FISH AND GAME. (a) The amount earned by the
 28 investments of the Alaska sport fishing construction account (AS 16.05.130(f)) of the fish and
 29 game fund (AS 16.05.100) from the inception date of April 1, 2006, to June 30, 2008, after
 30 any payment required under 26 U.S.C. 148, not to exceed \$6,000,000, is appropriated from
 31 the Alaska sport fishing construction account (AS 16.05.130(f)) to the Department of Fish and

1 Game for construction and renovation of the sport fish hatchery in Anchorage.

2 (b) The unexpended and unobligated balance of the appropriation made in sec. 4, ch.
3 30, SLA 2007, page 94, lines 6 - 8 (Western Alaska salmon stock identification program -
4 \$1,542,500) is reappropriated to the Department Fish and Game for the Bristol Bay sockeye
5 stock identification program.

6 (c) Section 1, ch. 3, FSSLA 2005, page 55, lines 21 - 22, is amended to read:

	APPROPRIATION	OTHER
	ITEMS	FUNDS
9 Sport Fish <u>Hatchery in Fairbanks (HD 7-11)</u>	<u>39,000,000</u>	<u>39,000,000</u>
10 <u>Sport Fish Hatchery in Anchorage (HD 17-32)</u>	<u>23,140,000</u>	<u>23,140,000</u>
11 [HATCHERIES (HD 1-40)]	[62,140,000]	[62,140,000]

12 (d) The sum of \$70,000,000 is appropriated from the general fund to the Alaska sport
13 fishing construction account (AS 16.05.130(f)) for facility upgrades, improvements, and
14 construction for the sport fish hatchery in Anchorage.

15 * Sec. 56. DEPARTMENT OF HEALTH AND SOCIAL SERVICES. (a) The sum of
16 \$164,400 is appropriated from the general fund to the Department of Health and Social
17 Services, community initiative matching grants, for operating costs for the fiscal year ending
18 June 30, 2009.

19 (b) The sum of \$10,000,000 is appropriated from the general fund to the Department
20 of Health and Social Services, energy assistance program, for the low income home energy
21 assistance program for the fiscal year ending June 30, 2009.

22 * Sec. 57. DEPARTMENT OF NATURAL RESOURCES. The unexpended and
23 unobligated balance of the appropriation made in sec. 1, ch. 30, SLA 2007, page 42, lines 19 -
24 21 (Anchorage, Eagle River Southfork Confluence Bridge - \$150,000) is reappropriated to the
25 Department of Natural Resources for Chugach State Park South Fork trail system
26 rehabilitation.

27 * Sec. 58. DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES. (a) The
28 sum of \$2,297,600 is appropriated from the general fund to the Department of Transportation
29 and Public Facilities, marine vessels operations, for maintaining service to southwest Alaska
30 during the overhaul of the M/V Tustumena, for the fiscal year ending June 30, 2009.

31 (b) The sum of \$1,950,000 is appropriated from the Alaska marine highway system

1 fund (AS 19.65.060(a)) to the Department of Transportation and Public Facilities, marine
2 vessels operations, for maintaining service to southwest Alaska during the overhaul of the
3 M/V Tustumena, for the fiscal year ending June 30, 2009.

4 (c) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.
5 82, SLA 2006, page 85, lines 28 - 29 (Farmers Loop, dog mushers san ary wayside -
6 \$150,000) is reappropriated to the Department of Transportation and Public Facilities for
7 construction of the Farmers Loop to Chena Hot Springs Road trail connection.

8 (d) The unexpended and unobligated balance of the appropriation made in sec. 1, ch.
9 82, SLA 2006, page 48, lines 14 - 17 (Anchorage, Bayshore Greenbelt Trail, 100th Avenue to
10 Amber Bay Loop - \$110,000) is reappropriated to the Department of Transportation and
11 Public Facilities for Mears Middle School area pedestrian safety.

12 (e) Section 1, ch. 82, SLA 2006, page 94, lines 13 - 14, as amended by sec. 7(c), ch.
13 10, SLA 2007, is amended to read:

	APPROPRIATION	OTHER
	ITEMS	FUNDS
16 Surface Transportation Program	<u>355,365,200</u>	<u>355,365,200</u>
17	355,395,200	355,395,200

18 (f) Section 1, ch. 82, SLA 2006, page 96, lines 9 - 12, as amended by sec. 7(d), ch. 10,
19 SLA 2007, is amended to read:

ALLOCATIONS	
21 Anchorage: Eagle River	<u>12,170,000</u>
22 Loop	12,200,000
23 Road Reconstruction - Old	
24 Glenn Highway to Eagle	
25 River Road (HD 17-32)	

26 (g) It is the intent of the legislature that the appropriation reduction made in (e) of this
27 section will leave the department sufficient funding to construct a 150-foot traffic control
28 island at the northwest intersection of Eagle River Loop Road and the Old Glenn Highway.

29 (h) The sum of \$1,363,000 is appropriated from the general fund to the Department of
30 Transportation and Public Facilities, marine vessel operations, to implement the collective
31 bargaining agreement with the Inlandboatmen's Union of the Pacific for the fiscal year ending

1 June 30, 2009.

2 (i) The sum of \$500,000 is appropriated from the regional cruise ship impact fund
3 (AS 43.52.230(c)) to the Department of Transportation and Public Facilities to extend the
4 daily operating hours of the Whittier Tunnel during the summer tourist season for the fiscal
5 year ending June 30, 2009.

6 (j) The sum of \$194,000 is appropriated from federal receipts to the Department of
7 Transportation and Public Facilities to provide child safety and booster seat incentive grants.

8 * Sec. 59. OFFICE OF THE GOVERNOR. The sum of \$10,000 is appropriated from the
9 general fund to the Office of the Governor for examining the possibility of designing a new
10 official state seal that represents modern Alaska, the state's diverse peoples, and the state's
11 abundance of natural resources for the fiscal year ending June 30, 2009.

12 * Sec. 60. RETIREMENT SYSTEMS. (a) The sum of \$49,000,000 is appropriated from
13 the general fund to the judicial retirement trust fund (AS 22.25.048) for payment of the
14 judicial retirement system unfunded liability.

15 (b) The sum of \$10,000,000 is appropriated from the general fund to the military
16 retirement trust fund (AS 26.05.228) for payment of the National Guard retirement system
17 liability.

18 * Sec. 61. ALASKA INTERTIE. (a) The sum of \$10,000,000 is appropriated from the
19 Alaska capital income fund (AS 37.05.565) to the Alaska Energy Authority, as a debt
20 obligation recoverable as a cost of the use of the Alaska Intertie, for the purpose of financing
21 the critical static volt-amperes reactive compensator upgrade.

22 (b) Repayments of principal and interest on the debt obligation for which the
23 appropriation is made under (a) of this section are appropriated to the Alaska capital income
24 fund (AS 37.05.565).

25 (c) The appropriation made in (a) of this section is contingent on one or more
26 participating utilities entering into an agreement with the Alaska Energy Authority providing
27 that at least one participating utility will not terminate its participation in the Alaska Intertie
28 Agreement due to the debt obligation made available by the appropriation under (a) of this
29 section, and that the debt obligation is repayable to the Alaska capital income fund
30 (AS 37.05.565), without interest, amortized over a term not to exceed 15 years, as a cost
31 recoverable by the Alaska Energy Authority for use of the Alaska Intertie.

1 (d) In this section,

2 (1) "Alaska Intertie" means the intertie owned by the Alaska Energy Authority
3 between Teeland and Healy, which is the subject of the Alaska Intertie Agreement dated
4 December 23, 1985;

5 (2) "participating utilities" means the current utility participants under the
6 Alaska Intertie Agreement dated December 23, 1985, consisting of the Municipality of
7 Anchorage d.b.a. Municipal Light and Power; Chugach Electric Association, Inc.; Golden
8 Valley Electric Association, Inc.; and Alaska Electric Generation and Transmission
9 Cooperative, Inc.

10 * **Sec. 62. REAPPROPRIATION OF LEGISLATIVE APPROPRIATIONS.** (a) The
11 unexpended and unobligated balances, not to exceed \$6,000,000, of the appropriations made
12 in sec. 1, ch. 28, SLA 2007, page 42, line 22 (Budget and Audit Committee - \$14,219,300);
13 sec. 1, ch. 28, SLA 2007, page 42, line 28 (Legislative Council - \$30,201,500); and sec. 1, ch.
14 28, SLA 2007, page 43, line 6 (Legislative Operating Budget - \$9,682,300) are reappropriated
15 to the Legislative Council for life and safety improvements, fire alarm and sprinkler system,
16 exterior refinishing and repair, capital renovations and remodel, and technology
17 improvements.

18 (b) The unexpended and unobligated balances, not to exceed \$2,000,000, of the
19 appropriations made in sec. 1, ch. 28, SLA 2007, page 42, line 22 (Budget and Audit
20 Committee - \$14,219,300); sec. 1, ch. 28, SLA 2007, page 42, line 28 (Legislative Council -
21 \$30,201,500); and sec. 1, ch. 28, SLA 2007, page 43, line 6 (Legislative Operating Budget -
22 \$9,682,300) are reappropriated to the Legislative Council for the Alaska Conference on State
23 and Federal Responsibility Related to Economic Impacts of ESA Listings for the fiscal years
24 ending June 30, 2009, and June 30, 2010.

25 (c) The unexpended and unobligated balances, not to exceed \$100,000, of the
26 appropriations made in sec. 1, ch. 28, SLA 2007, page 42, line 22 (Budget and Audit
27 Committee - \$14,219,300); sec. 1, ch. 28, SLA 2007, page 42, line 28 (Legislative Council -
28 \$30,201,500); and sec. 1, ch. 28, SLA 2007, page 43, line 6 (Legislative Operating Budget -
29 \$9,682,300) are reappropriated to the Legislative Council for the Legislative Outdoor
30 Heritage Caucus for the fiscal year ending June 30, 2009.

31 (d) If the amount available for reappropriation under (a) - (c) of this section is less

1 than \$8,100,000, the reappropriations made in (a) - (c) of this section shall be reduced in
2 proportion to the amount of the shortfall.

3 * Sec. 63. CONSTITUTIONAL BUDGET RESERVE FUND. The sum of \$400,000,000 is
4 appropriated from the general fund to the constitutional budget reserve fund (art. IX, sec. 17,
5 Constitution of the State of Alaska) for repayment of amounts owed the constitutional budget
6 reserve fund.

7 * Sec. 64. Sections 26(b) and 26(c), ch. 11, SLA 2008, are repealed.

8 * Sec. 65. CONTINGENCIES. (a) Section 51 of this Act is contingent on enactment into
9 law of SCS CSHB 338(FIN), Twenty-Fifth Alaska State Legislature.

10 (b) The appropriation made in sec. 58(h) of this Act is contingent on ratification of the
11 collective bargaining agreement by the membership of the Inlandboatmen's Union of the
12 Pacific.

13 (c) Section 58(j) of this Act is contingent on passage by the Twenty-Fifth Alaska State
14 Legislature and enactment into law of a version of SB 218.

15 (d) Section 54 of this Act is contingent on passage by the Twenty-Fifth Alaska State
16 Legislature and enactment into law of a version of SB 303.

17 (e) Sections 30(e) and 53(b) of this Act are contingent on passage by the Twenty-Fifth
18 Alaska State Legislature and enactment into law of a version of HB 373.

19 (f) The appropriation in sec. 61(a) of this Act is contingent as set out in sec. 61(c) of
20 this Act.

21 * Sec. 66. LAPSE. (a) The appropriations made by secs. 30, 31(1), 51, and 61(b) of this Act
22 are for the capitalization of funds and do not lapse.

23 (b) The appropriations made by secs. 27(b), 31(2), 32, 33, 36(c), 41(a), 44, 45, 50(b),
24 50(c), 54, 55, 57, 58(c), 58(d), 58(j), 61(a), and 62(a) of this Act are for capital projects and
25 lapse under AS 37.25.020.

26 (c) A grant awarded in secs. 23 - 63 of this Act to a named recipient under
27 AS 37.05.316 is for a capital project and lapses under AS 37.25.020 unless otherwise stated or
28 designated for a fiscal year.

29 * Sec. 67. RETROACTIVITY. (a) Section 27(a) of this Act is retroactive to March 10,
30 2008.

31 (b) Section 36(d) of this Act is retroactive to January 1, 2008.

1 * Sec. 68. Sections 1, 4, 7, 10, 23 - 26, 27(a), 27(d), 30(b), 30(c), 30(d), 36(d), 36(e), 36(f),
2 53(a), 55(c), 55(d), 60, 61, 64, and 67 of this Act take effect April 13, 2008.

3 * Sec. 69. Sections 27(b), 27(c), 28, 33(a), 34, 35, 36(a), 36(b), 36(c), 37 - 50, 55(b), 57,
4 58(c), 58(d), 62, and 63 of this Act take effect June 30, 2008.

5 * Sec. 70. Except as provided in secs. 68 and 69 of this Act, this Act takes effect July 1,
6 2008.

4/9/08

2008 Legislature - Capital Budget
House District Summary - House Structure

Numbers and Language
District by Impact

House District	[1] H2 Sec4	[2] H2 Sec 7	[3] H2 Sec10	[4] FY08 Total	[5] *H2 Sec13	[6] H2 Sec16	[7] H2 Sec19	[8] FY09 Total	[9] Total Capital
	1 Ketchikan	0	925,000	2,477,814	3,402,814	41,370,077	4,500,000	10,000,000	55,870,077
2 Sitka/Petersburg/Wrangell	200,000	2,185,000	450,000	2,835,000	75,621,132	4,500,000	0	80,121,132	82,956,132
3-4 Juneau Areawide	0	99,850	50,000	149,850	58,475,330	4,000,000	0	62,475,330	62,625,180
5 Cordova/Southeast Islands	0	2,100,000	1,517,000	3,617,000	46,638,753	6,693,700	9,900,000	63,232,453	66,849,453
1-5 Southeast Region	0	100,000	0	100,000	2,624,992	0	0	2,624,992	2,724,992
6 Interior Villages	1,560,000	50,000	1,499,562	3,109,562	99,611,956	0	0	99,611,956	102,721,518
7-11 Fairbanks Areawide	0	820,000	7,721,200	8,541,200	67,233,350	3,600,000	15,000,000	85,833,350	94,374,550
12 Richardson/Glenn Highways	0	2,582,000	18,796,000	21,378,000	5,329,093	1,675,000	13,000,000	20,004,093	41,382,093
13-16 Mat-Su Areawide	0	2,884,617	7,864,190	10,748,807	148,917,882	0	22,000,000	170,917,882	181,666,689
17-32 Anchorage Areawide	4,000,000	22,889,600	94,196,800	121,086,400	325,070,709	3,500,000	66,100,000	394,670,709	515,757,109
33-35 Kenai Areawide	0	1,469,825	53,035,475	54,505,300	19,987,190	4,500,000	19,000,000	43,487,190	97,992,490
36 Kodiak	0	390,000	568,000	958,000	46,205,122	500,000	0	46,705,122	47,663,122
37 Bristol Bay/Aloutras	4,000,000	0	1,805,000	5,865,000	68,321,798	0	0	68,321,798	74,186,798
38 Bethel	13,000,000	150,000	400,000	13,550,000	112,217,331	0	3,300,000	115,517,331	129,067,331
39 Bering Straits	4,336,500	67,000	1,520,000	5,918,500	63,441,271	0	10,000,000	73,441,271	79,359,771
40 Arctic	0	125,000	1,125,000	1,250,000	51,888,302	0	3,300,000	55,188,302	56,438,302
1-40 Statewide	87,520,400	695,000	4,500,000	92,715,400	495,309,170	0	49,000,000	544,309,170	637,024,570
Total - Capital Budget	114,616,900	37,527,892	197,586,041	349,730,833	1,728,263,458	33,468,700	220,600,000	1,982,332,158	2,332,062,991
Funding Summary									
General Funds (GF)	79,335,000	37,227,892	139,086,041	254,648,933	532,690,576	0	0	532,690,576	787,339,509
Federal Receipts (Fed)	31,591,500	0	0	31,591,500	750,714,801	0	0	750,714,801	782,216,301
Other (Oth)	3,780,400	60,000	59,500,000	63,180,400	444,858,081	33,468,700	220,600,000	698,926,781	762,507,181

slow track

ve to move

House Gov 2005

Senate Gov 2005

Cruise Ship

Bonds

2008-04-09 02:17:29

Handout from Pete Ecklund

4/10/08

Composition of the Capital Budget - HCS SB 221 Version N
(Millions)

Senate Capital Budget		FY08 effective	FY09 effective	Total	Proportion of Total
Gov Projects (Included)					
GF		-	278.0	278.0	
Flex Funds		-	26.6	26.6	
Other State (less Flex)		3.8	126.9	130.7	
Federal		27.5	795.7	823.2	
Total		31.3	1,227.2	1,258.5	
Senate Additions					
GF		75.0	277.8	352.8	
Flex Funds		-	226.0	226.0	
Other State (less Flex)		-	70.2	70.2	
Federal		-	-	-	
Total		75.0	574.0	649.0	
Total Senate Bill		106.3	1,801.2	1,907.5	

House Capital Budget

Gov Projects (Additional Inclusions)				
GF		234.9	54.8	289.7
Flex Funds		11.5	61.6	73.1
Other State (less Flex)		48.5	2.3	50.8
Federal		15.8	(8.9)	6.9
Total		310.7	109.7	420.4

House Additions

GF		227.1	-	227.1
Flex Funds		55.6	-	55.6
Other State (less Flex)		32.8	-	32.8
Federal		-	-	-
Total		315.5	-	315.5

Total House Bill **732.5** **1,910.9** **2,643.4**

GO Bonds 220.6 220.6

Total House CS Capital Bill w/ Bonds **2,864.0**

Bill Proportions (w/o Bonds)

Governor Projects	64%
Senate Additions	25%
House Additions	12%
	<hr/>
	100%

COPY ON FILE

Testimony given to House Finance Committee 4/9/07:

This is Kathy Morgan, speaking for the Tok Community Umbrella Corporation. Thank you for letting me testify. I see you've added our wood chipper to Version N of this bill. Thank you very much! It is the essential first part of our renewable energy project for the Upper Tanana Valley. I'm testifying to ask you to fund the entire project. What we'd like to do is cut down large sections of spruce trees that are currently an extreme wildfire danger; chip the whole trees, limbs, tops, and all into small chips that are safer to store than piles of dead trees or the current standing old growth; and use the chips in modern wood-burner boilers to heat our schools and public buildings. The whole project will cost \$7-10 million, which would pay for boilers and begin cutting the trees according to priorities set in our wildfire prevention plan. That's a lot of money, but it would significantly reduce the fire danger for 6 communities, significantly reduce our heating costs for schools and some public buildings, improve the health of the forest and opportunities for hunters, trappers, and nature enthusiasts, and create a stable local economy based on a renewable resource.

While the project is officially being requested by the Tok Community Umbrella Corporation, it actually will benefit 6 communities and several schools in the Alaska Gateway School District. The other communities are Mentasta, Dot Lake, Tanacross, Tetlin, & Northway. We do have the support of those villages and the Tanana Chiefs for the project.

I saw earlier today that backup documents for this project are not available on BASIS; I would be very happy to email them to anyone who would like to review them.

Additional comments that I forgot to make when giving the testimony:

We are asking that money for the chipper be given to Tok Community Umbrella Corporation, that money for the wildfire fuel reduction portion of the project be given to Division of Forestry earmarked for our Upper Tanana Valley area, that money be given either to DOT&PF or DNR for purchase of the boiler to heat those facilities and the Fire Department, and that money be granted to the Alaska Gateway School District for purchase of their boilers.

/s/ Kathy I. Morgan, President
Tok Community Umbrella Corporation
4/10/08

STATE OF ALASKA

SARAH PALIN, GOVERNOR

DEPARTMENT OF FISH AND GAME

DIVISION OF SPORT FISH

P.O. Box 115526
Juneau, Alaska 99811-5526
PHONE: (907) 465-4180
FAX: (907) 465-2772

April 10, 2008

The Honorable William Thomas Jr.
Alaska State Legislature
State Capitol, Room 434
Juneau, AK 99801-1182

Dear Representative Thomas:

This letter is intended to serve as verification of commitments made in 2005 regarding support for Southeast Alaska enhancement programs related to Sport Fisheries. As stated in the official bond sale document related to disbursement of funds generated from the Sport Fish license surcharge (Sport Fish Enterprise Account): page 5, fifth item "subject to appropriation to pay operating expenses of sport fishing facilities in an amount not to exceed \$500,000 during any fiscal year." In addition to the previous reference, a memorandum of understanding between the commissioner of the Department of Fish and Game and deputy commissioner of the Department of Revenue dated January 17, 2006 states: "...the Department of Fish and Game may request an appropriation of Sport Fish Enterprise Account funds for operating expenses in an amount not to exceed \$500,000 for the life of the bond." The intent of this language is to provide \$500,000 for operational expenses to produce salmon for Southeast Alaska projects. These funds have been employed thus far in Skagway, Haines and Petersburg (Crystal Lake Hatchery). To date, there has been \$225,000 (FY08) and \$337,500 (FY07) expended on Skagway projects, \$150,000 for the Haines project and \$341,486 (FY08) and \$367,644 (FY07) for Crystal Lake.

The House Finance Committee is currently considering HCS for CSSB 221(FIN) Work Draft N. While this bill amends the original appropriation of the sport fish hatchery bond proceeds (section 55(e)), neither this section nor any other section in the work draft, alters or affects expenditures or obligations made for Southeast Alaska sport fish enhancements.

I am hopeful that the listed information serves as affirmation of the Department's commitment to uphold the intent which is to expend \$150,000 for Skagway, \$150,000 for Haines and \$200,000 for Crystal lake hatchery programs annually for the duration of bond program.

Sincerely,



Charles O. Swanton
Director, Sport Fish Division

Cc: Tom Lawson, Administrative Services Director



Alaska State Legislature

Please enter into the record my testimony to the House Finance Com
 committee name
 committee on SB 221, dated 4/09/08
 bill/subject

Line item 9 of 195 for City of Nuiqsat Youth Recreation
 is at \$50,000 and should be \$150,000. This village of 410
 has massive Drug and Alcohol problems in its youth and
 has traditionally had about \$190,000 with four councilors
 at \$18,000 per hour under an NARA grant to the NSB. This
 item needs an additional \$100,000 in the best interest of both
 Nuiqsat & State of Alaska.

Line item 6 of 195 for City of Wainwright Local Government is at
 \$188,000 and it is larger than either Atkasut or Nuiqsat which
 get about \$250,000 each. This community has many management
 problems which can not be effectively resolved by cutting out
 the assistance of the NSB and funding for an active Administered
 This community needs an additional \$100,000 to function
 adequately as it has a very limited source of local revenue.

Signed: David C. Smith
 Testifier
22 years as City Admin. in Bush Alaska.
 Representing (Optional)
Box 100558 ANCH AK.
 Address
907-222-4032
 Phone No.

LEGISLATIVE TELECONFERENCE HEARING**SUBMITTED BY KAWERAK, INC., WEDNESDAY, APRIL 9, 2008, NOME
LEGISLATIVE OFFICE****SUBJ: SENATE BILL 221 - CAPITAL & SUPPLEMENTAL BUDGET**

Kawerak, Inc. is the regional non-profit who provides social, educational, economic development and community services to the residents of the Bering Strait Region. We are requesting that the legislature put our capital funding request of \$939,657 in the State's 2008 Capital supplemental budget or the 2008 Capital budget. This funding will be used for architectural engineering fees for our museum/cultural center. Kawerak submitted an initial request in March 2008 which was not included in the draft supplemental budget.

Kawerak has raised \$885,378 thus far for planning expenses. This includes the land we purchased for the facility in the amount of \$272,500 and \$230,570 of our own funds as well as a 3-year planning grant from the Administration for Native Americans for \$357,308. Bering Strait Native Corporation has donated \$25,000. The total cost of the facility will cost \$23,092,448. We have applied for other federal funding. One of the questions our congressional delegation and funding sources ask is whether we have applied for and received funding from the State.

The proposed facility is supported by the City of Nome as well as the communities in the region. It will not only benefit Nome economically but the region's villages as well. The facility will house a museum, a research and science center, host cultural activities and education classes, as well as an outlet for arts and crafts that people of the region are known for. The close proximity to Asia has the potential for additional cultural and economic opportunities.

The facility will create additional jobs in the region, expand arts and crafts markets, promote eco-tourism, promote science and research and promote careers in related fields for our young people.

Kawerak completed a 10% architectural design and is moving forward with the next steps needed for program development, facility design and structural needs for the facility. We have submitted the business plan to Governor Palin, Senator Olson and Representative Richard Foster. This is the first capital funding request that Kawerak has requested from the State. Kawerak requests that the legislature assist the people in the Bering Strait Region with this funding request. Funding this request will effectively promote long term economic stability, promote the unique culture known world wide and build upon resources already existing in the region.

Thank you for your consideration.

Alaska Trucking Association, Inc.

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CSSB 221

Capital Appropriations Bill

House Finance Committee Hearing

9:00 am, April 5, 2008

Aves D. Thompson, Executive Director

Alaska Trucking Association

Thank you. Mr. Chairman and members of the committee, I am Aves Thompson, Executive Director of the Alaska Trucking Association. Our more than 200 member companies represent all of the diverse trucking operations from Barrow to Ketchikan. In Alaska: trucking employs over 21,000 people - 1 out of 14 civilian workers; trucking pays more than \$928 million in wages annually and consists of several thousand family-owned and corporate trucking businesses (most have fewer than 10 employees).

ATA appreciates the support the committee has shown for our highway projects. Today, I want to focus on two specific routes that we believe are critical. The first is the Dalton Highway. The Dalton Highway is the only surface transportation link to the oilfields on the north slope. This route provides for the transport of equipment and supplies used to support one of the largest oilfields in the world. This is the oilfield that provides the extraordinary wealth that Alaska currently enjoys. We have worked with the legislature and the department of transportation and public facilities over the past several years to develop an orderly maintenance and upgrade program to ensure that this route can meet the daily pressure of traffic as well as the increases that we have seen and will see in the very near future. There will be an increase in fuel truck traffic of between 45 and 65 trucks (depending on season) to support the mandated use of Ultra Low Sulfur Diesel. On the low side, this will be 15-20 loads per day and on the high side, 30-40 loads per day.



If you got it, a truck brought it...

1-1-08

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The gas line and anticipated project work also make it very important to get the road up to standards as soon as possible. Minimal funding was included for maintenance and upgrade in the original version of this bill that somehow did not carry over into the CS.

There is funding proposed for a reconstruction project for MP 274-289. While this will solve a problem for this specific segment, of equal importance is the maintenance and upgrading program for the rest of the route. I testified yesterday on CSHB314, a bonding bill that would fund a number of projects including maintenance and upgrades for the Dalton. The ATA respectfully requests that the \$5,000,000 that was in the original SB221 be restored, the \$11,250,000 for the MP274-289 project be maintained and that consideration be given to including the \$14,000,000 from CSHB314 in the bill before you for a combined total of \$19,000,000 for maintenance and upgrade and \$11,250,000 for the project.

-THE ATA
SUPPORTS THE
PROJECTS IN
HB314.

Secondly, the Parks Highway is the major freight corridor between the Port of Anchorage and the interior and will play a pivotal role in facilitating gas line construction. The Parks Highway is 364 miles long and we have been working for years to get the entire highway up to a standard that does not require seasonal weight restrictions. At this time, there are less than 50 miles of sub standard road that are restricted which effectively restricts the entire corridor.

Again, the ATA respectfully requests that the \$2,000,000 that was in the original SB221 be restored and consideration be given to including the \$15,000,000 from CSHB314 in the bill before you for a combined total of \$17,000,000 for the Parks Highway.



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Improvements to these main routes are essential to maintain current levels of freight movement and to begin to prepare for a gasline project. The Dalton is the only surface transportation link to the oilfields. The Parks is the major freight corridor between Anchorage and the interior and will play a pivotal role in facilitating gas line construction.

Thank you for your consideration.

ATA legislative priorities:

<u>Dalton Highway:</u> CSHB314(TRA)	Dalton Improvements	14,000,000
Restore	Dalton inc surfacing materials (HD1-40)	5,000,000
Maintain	Dalton Hwy: MP 274-289 Reconstruct (HD40)	11,250,000
Total Dalton		\$ 30,250,000
<u>Parks Highway:</u> CSHB314	Parks – Weight Restriction Elimination	15,000,000
Restore	Parks – Weight Restriction Elimination	2,000,000
Total Parks		\$ 17,000,000



If you got it, a truck brought it...

Rick & Connie Vann
P.O. Box 561
Kasilof, Alaska 99610
April 5, 2008

State of Alaska –House Finance Committee

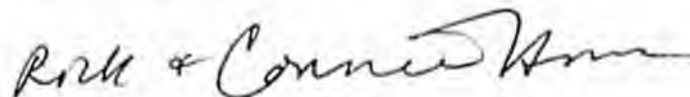
This is public written testimony for the House Finance Committee meeting for SB221 version K, to purchase property for a lower Kasilof boat launch in Dept of Fish and Game funding.

Re: Lower Kasilof boat launch, FY2009 Governors Capital Budget Appropriation, Department of Fish and Game Ref # 44823

We believe it would be inappropriate to allow funding to purchase private property for public sports fishing development, which can only be accessed through a residential neighborhood, when one mile up the road at the mouth of the Kasilof River, there is state lands available with a seasonal usage, that currently has a public outcry for proper maintenance and development for its use, including sanitation facilities and camping. This area is being spoiled and in such horrible condition because of the abuse of this area, I can no longer enjoy this beach, even though it is only a mile away from my home. If any state funds are to be spent in Kasilof, I find the only responsible spending would be to address the current needs on state lands that could also be developed to satisfy the wants of those pushing for additional access to the Kasilof River.

I also would like to make note that I have not seen any public information published in regards to this proposal, the lack of any public process seems unfair.

Respectfully,



Rick & Connie Vann

April 5, 2008

State of Alaska
House Finance Committee

This is written public testimony to the House Finance Committee opposing HB 311/ ADFG Proposal #44823 , regarding any funding directed toward the Lower Kasilof Boat Launch, at this time. I currently reside in the Coal Creek Subdivision and have for the past 18 yrs. I participated in the Cook Inlet Drift Fishery from the late 70's through the late 90's operating out of the Kasilof River. I have traveled the complete length of the Kasilof River. I am strongly opposed to the bill for the following reasons:

1: The roads in this subdivision were never built or intended to handle the increased amount of traffic that will occur if this were to pass. These roads are over 30 years old. Every summer for the past few years many complaints are issued to the Borough Maintenance about dust and potholes being produced from the increased traffic as the drift fishery has grown. I have also seen many traffic violations, ie: failure to stop at intersections, lack of turn signaling and basic speed violations, which are taking place by vehicles pulling drift boat trailers. We have a contingency of locals that walk these roads for exercise and relaxation that complain about these issues. Every year they feel more and more threatened by these incidences to the point of avoiding these roads.

2: Currently there is a private boat haul out located at the Trujillo property used primarily by Commercial Drift boat Guides. A couple years ago the access to this had the hours of use limited due to complaints from local residents, including occupants of the Trujillo property, of the noise created by the trailers being towed there early in the morning. A number of user ignored this and continued to arrive early and just parked on the side of the road and in the ditch. Clearly showing no respect for the local residents.

3: The Trujillo site has a historical background, which would most likely be compromised. There should be a study done to look into preserving any historical property.

4: The Lower Kasilof River has numerous native sites located along its banks. Some are located on adjoining properties. There should be funding provided to inspect this property for any evidence of early native use and recommended preservation.

5: The Kasilof River currently has a very limited motorized boat use at this time.

The ADFG uses a riverboat equipped with a jet drive. This boat can be heard quite clearly and loudly every time it is used. I find it very annoying as it disturbs the peace of the river and community. The proposal states that the ramp will be powerboat compatible. We do not need any more boats on the river. The Kenai River already has pollution problems due to outboard motors. The most likely type of motor to be used on the Kasilof will be a jet drive due to river conditions. These motors are less efficient and are considerably louder than what's used on the Kenai. Any increase in motorized boats will mean an increase in the amount of pollution, noise and hydrocarbon. The State already has a full time battle concerning this on the Kenai, why would they want to spread it to the Kasilof?

6: The mouth of the Kasilof River has some 109 Mooring permits, which allow approximately 280 Commercial Fishing Vessels to operate in the lower river. These vessels can and do produce 2-3 foot wakes, which traverse the river from bank to bank, as they ply the waterway. The ADFG wants to provide access for the personnel use fishery of this same area. Over the years I have seen small boats and even people fishing from the shore overcome by these wakes. It doesn't make sense to increase the number of small boats, many of which will be operated by people of little experience, into the existing situation.

7: The flats located directly across from the proposed site are a nesting haven for birds. Many species of ducks, geese, cranes and gulls use these flats. What impact will the increased noise and traffic have on them? Where is the funding to study the impact that this may cause?

8: The ADFG wants to promote and expand the Kasilof fishery. Currently the mouth of the Kasilof receives an onslaught of people during the personal use fisheries. Every year foot and motor traffic compromise the dunes. There are abandoned vehicles left every year. There is a large pile of trash left on site at the end of the year. The road providing access continues on through private property, which is owned by Ocean Beauty Seafoods and contains a large commercial operation. The road is crammed with vehicles parked everywhere causing a dangerous condition. There are signs posted informing of the private property and to stay off the dunes, yet people ignore these signs and the dunes receive more damage every year. Where are the policing agencies during this? They certainly are aware as numerous calls are sent in reporting the conditions as they occur. There are still abandoned vehicles at this time. I do not want this onslaught of people in the Coal Creek subdivision. The past record indicates that the police action will be negligible at best.

9: I also know of instances where fishing violations have been photographed, clearly showing the offense and the registration numbers of the vessels involved, that have been submitted to the State Troopers and no recourse was taken. When asked why, the common answer is "We don't have the time and resources

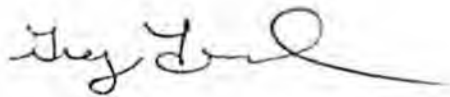
to pursue these issues". Again, if not now how will they police an expanded fishery?

10: The Kenai River has an ongoing problem of bank erosion due to boat wakes. Currently the Kasilof River doesn't have this problem. Why would the ADFG want to provide access to motorboats knowing that it will lead to bank erosion?

11: There hasn't been any real opportunity for public testimony, concept design and concerns, etc. It seems as though the Kenai River Sports Fishing Association and ADFG are trying to push this through hoping no one will notice.

In summary I feel that this project is ill advised. I do not feel that the river can sustain the increased traffic without detrimental effects to water quality, noise levels and the general overall serenity it currently enjoys. I also feel that the peace and safety of the residents in the Coal Creek subdivision and along the banks of the river will be greatly compromised. It appears that the ADFG hasn't bothered to take the time see if any one other than the K.R.S.F.A. wants this project. There are a lot more important issues that these funds could be used for.

Thank you for your time.
Sincerely;



Greg Tressler
PO Box 316
Kasilof AK 99610

gtressler@mac.com

Po Box 316
Kasilof, Alaska 99610
April, 5, 2008

State of Alaska
House Finance Committee

Re: Purchase of the Trujillo property to build a boat launch on the lower Kasilof River.

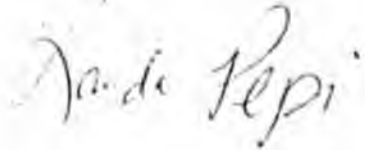
To all members of the House Finance Committee,

This is written public testimony to the House Finance Committee opposing the State of Alaska purchasing any property on the lower Kasilof River for use as a public access boat launch (Dept. of Fish and Game funding proposal # 44823, included in SB 221).

Our neighborhood is very concerned about the possibility of a public boat launch in the midst of our quiet 35 homes and streets. Although other sites appear to be listed as considered in other proposals, the department of Fish and Game has consistently targeted my neighborhood, the Trujillo site (mile 3.5). We feel that site assessment, as well as all of the numerous environmental issues associated with a new boat launch on the Kasilof should be addressed before any funding of monies for purchasing property. There have been no public hearings on this development to date. To have public meetings after the property is purchased would not be acceptable to us at all.

The continued health of the Kasilof River is of utmost importance to us, to the sports fishers currently enjoying drift fishing (over 100 at last count), and the commercial fishing fleet here in Cook Inlet. To add more access to the river without studies done to determine the affect would seem to open the way for the same damage that the Kenai River is now attempting to mitigate. For the benefit of the river, as well as the homeowners, current sportfishing guides, and the commercial salmon fleet, I respectfully ask that you do not fund this public boat launch on the Kasilof River.

Thank you for your consideration,
Laurinda Pepi



Public testimony to the House Finance Committee against Fish and Game funding proposal #44823 in SB221 version K, to purchase private property for a lower Kasilof boat launch. April 5, 2008

My name is Cynthia Smith. My address is PO Box 421, Kasilof, AK 99610.

I am here to speak against funding for the State to buy private property in Kasilof for a ^{public} boat launch.

Fish and Game should not get any funding for this public project until it has done due diligence with an open public process and impact assessments. It does not seem logical to me that Fish and Game receive funding to buy private property to construct a public access boat launch, before the public concerns are addressed, especially when the Trujillo parcel is the target and will have to be accessible through our established neighborhood of over 35 homeowners. This property is assessed at around \$200,000 and the asking price is substantially more, should the state pay a higher price than the property is worth?

I am aware that the funding status has been amended in this version of SB221, and that the matching Federal funds are gone but the general funds have been increased. I do not know if this changes the motorized aspect of the first proposal initiated by Fish and Game but there will still be a large increase of traffic and impact to the Kasilof River and we do know that in the near future it could evolve into motorized access.

My neighbors and I have received many letters to our correspondence with the same response "that sport fishing is an important component of the economy and quality of life on the Kenai Peninsula and boating access is an essential...". I don't see most of these users in my local grocery store or supporting our economy through the winter. What about those people that support this economy and community year around. Do we not have a right to enjoy our neighborhood and community? I do not feel like I have been heard on this issue, especially when we are told that we can have public input after they have received funding. I am concerned that once Fish and Game get funding for this project we will not have a chance to keep it out of our neighborhood or protect the overuse of the Kasilof River. Please do not fund this project.

Thank you for hearing my concerns and opposition.

Cynthia Smith
Kasilof Resident



Alaska State Legislature

Please enter into the record my testimony to the Senate Finance Committee
committee name

Committee on SB 221 / Kasilof Boat Ramp, dated 4-5-08
bill # / subject public hearing date

The proposed Boat Ramp, parking area proposed for the Kasilof River is in a residential subdivision. It would run from Kalifornsky Road to Satori Way onto Old Kasilof Road, onto Tall Grass Ave and to Williamson Lane. Running through this many streets in a residential subdivision area is poor planning. It also impacts Tall Grass Ave and Williamson Lane in that there are no other exit areas in this subdivision. Looking at the Kenai City Boat Ramp and how the traffic is backed up there on a public Road, even though they have put in an exit route, on the Kasilof proposal this would be a severe safety issue for the residents of this area.

The long term effects on the lower Kenai River from the dip net fishing traffic has not been fully evaluated at this time, both in erosion and safety issues. To add a substantial problem to the smaller Kasilof River without proper planning and for ~~it~~ ^{neither} feasible or practical.

I hope more thought will go into projects like this before starting any kind of precedent that affect residential areas like this. Just because we live 20 miles from Kenai or Soldotna, doesn't make us less effective citizens. We are also professional people as well as parents and grandparents.

Signed: Larry Willard
Testifier 

Representing (optional)

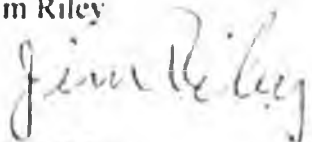
P.O. Box 955 Kasilof, AK 99610
Address

907-260-1676
Phone number

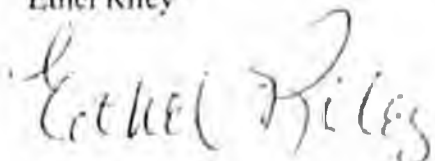
April 4, 2008

We are long-time residents of the Old Kasilof neighborhood where Fish and Game would like to place a public boat ramp on the Lower Kasilof River. They have tried to ram SB221 through without neighborhood input and have placed the project into many different bills in an attempt to get it passed. We object to the destruction of our way of life here that this will bring and the fact that no-one asked us what we thought about it. We do not want to see our neighborhood trashed by the public the way they trash the mouth of the Kenai and Kasilof Rivers every year during the dip net season. This is an old established neighborhood in which the residents make daily use of the narrow, dirt roads. Local traffic is considerate and quick to stop for the little Chihuahua who thinks she can indeed stop that truck with her tiny presence, barking fiercely and standing tall in the middle of the road or the horse who has decided that she wants to practice her bucking loopy-loos in the middle of the road or the children out for a stroll or a bike ride, again, in the middle of the road. This all changes in May when the guides descend upon the neighborhood roads to utilize the private pull-out at Trujillo's. They are driving big trucks, pulling boat trailers and going way too fast. Many of them are going 45 mph or faster - when they come around a corner and encounter me with my 3 dogs on leashes, they can't stop and I have no time to get out of their way. One of my dogs got hit last summer in just such a scenario. And I wear NEON clothing! We all make compromises in the way we utilize our road system during this time - my dogs go on leashes so I can try and jerk them out the path of a speeding vehicle, horse riding shifts to other, less convenient areas or ceases and the kids are kept in their yard. If the pull-out was made public even this compromise would not be possible. The amount of traffic and the speed at which they go will increase because the roads will be paved. The noise, the destruction of river habitat as well as the amount of garbage strewn on the roads and the surrounding area would also increase and all of this would go on 24/7 until the fishing season ends. We lived in Oregon for many years and the impact of mass public desecration (i.e sports fishing) of the Willamette, Columbia and the Sandy Rivers have rendered those fisheries almost non-existent - many parts of these rivers are closed to protect what little they have left. We are both long-time Alaskans and like many other Alaskans, we generally don't give a damn how they do it Outside; however we do believe this is an instance where perhaps we can learn from their mistakes. We agree that people have a right to fish but not at the expense of our neighborhood and our established way of life here. There is a line from the movie Jurassic Park that applies here - "Just because we CAN doesn't necessarily mean we SHOULD". We would ask that our representatives in state government - by the people and for the people - abide by our (the people's) wishes. Thank you for your time and consideration.

Jim Riley



Ethel Riley





Alaska State Legislature

Please enter into the record my testimony to the HOUSE FINANCE
committee name

Committee on SB 221, dated 4-5-08
bill # / subject public hearing date

PLEASE DONT FUND SB 221 AS THE
NEIGHBORHOOD DOES NOT SUPPORT THIS PROJECT.
MANY NEGATIVE IMPACTS ARE EASILY FORSEEN.
NO MOTORS IN THE KASILOF PLEASE!

Signed: PATRICK E. MURRAY
Testifier

Representing (optional)

PO Box 843 KASILOF AK 99610
Address

907 262 7555
Phone number

Public testimony to the House Finance Committee against Fish and Game funding proposal #44823 in SB221 version K, to purchase private property for a lower Kasilof boat launch. April 5, 2008

My name is Daniel Smith. My address is PO Box 421, Kasilof, AK 99610.

I am here to speak against the funding for the State to purchase private property in Kasilof for a boat launch.

Private boat haul outs on the Kasilof River are a good thing. They limit the usage and hours to a reasonable amount. With the over usage of the Kenai River spilling into the Kasilof, a public boat launch / haul out would be devastating and unsustainable to the Kasilof River. During those days that are mandatory closures to the Kenai River guides, they inundate the Kasilof.

The public process has been circumvented for this project. Sport fishing isn't the only important thing to this state. Alaskans that live along the Kasilof River and support this community year around should be just as important. Please do not fund this project.

Thank you for hearing my concerns.

Daniel Smith

Public testimony to the House Finance Committee against Fish and Game funding proposal 44823, purchase of the Trujillo property for a lower Kasilof boat launch (SB 221) April 5, 2008

My name is Sandra Matthews. My mailing address is P.O. Box 265 Kasilof Alaska, 99610.

I am here to speak against the State purchasing the Trujillo property for any use.

The property is 6.5 acres with only approximately 3.5 acres of high dry ground. The remaining land is rye grass tidal flat that floods during the highest tides. To get to the river means descending from the high ground about 30 feet in elevation. The buildings include a historic log house and fish cannery. The river bank has a primitive drift boat take out.

The proponents of building a launch at Trujillos seem to think because non motorized drift boats already take out at this site there would be no problem with the state operating a launch there. If the state builds a boat ramp there, what's the difference? Well, there would be a lot of difference.

The Trujillo family's hours of operation are limited from 7am to 7pm and there is no camping, bank fishing, or motorboats allowed, and no strange people wander around our neighborhood. If a state facility is built we will have bank erosion from endless foot traffic and boat wakes, motor homes with their boat trailers bouncing behind them 24 hours a day, increased vandalism and trespassing,

To my knowledge no impact studies have been done on how this project would damage the local residents, the access roads through the subdivision, animal and migratory bird habitat, critical salmon habitat, the beluga whales that feed in the Kasilof, the economy of the Cook Inlet commercial fishing fleet, or the historic value of the Trujillo property.

I strongly oppose the State of Alaska buying the Trujillo property and using it for a power boat launch or drift boat haul out. We have seen how the State cared for its river bank at Crooked Creek and the beaches at the river mouth. The negative impacts of the State putting a launch on the lower Kasilof are too great.

Thank you for hearing my concerns about this purchase.

Sandra Matthews, land owner, river drift boater, personal use set gillnetter.

Po Box 316
Kasilof, Ak. 99610
March 10, 2008

State of Alaska
Office of the Governor
Po Box 110001
Juneau, Alaska 99811-0001

Re: Lower Kasilof boat launch, FY2009 Governors Capital Budget Appropriation
Department of Fish and Game Reference # 44823

Honorable Governor Palin,

We are neighbors here in Coal Creek Country Estates subdivision that would like to comment on the recent proposal to look into establishing a public boat launch onto the Kasilof river in our area, in particular, the Trujillo parcel.

To access this parcel, the boat trailers and recreation vehicles would come directly through our neighborhood. We oppose this idea as it would disrupt our lives with the noise, traffic, and potential vandalism and trespassing that would occur. Our neighborhood is 30 years old and all of us moved here for the quiet residential streets that allow us and our children to walk and ride our bikes safely.

The State already owns other land parcels on the river and we believe that there are better choices on the river to allow public access for motorized boats than through a residential neighborhood.

We request that you deny funding for this project. Thank you for your time.

Yvonne Lepi Po Box 316 Kasilof AK. 99610
Gregory W. Truesler P.O. Box 316 KASLOF AK 99610
Katherine S. McFadden Box 896 Kasilof AK 99610
Jim BATCHELDER P.O. 116 KASLOF AK 99610
Leslie Beckett P.O. 116 KASLOF AK 99610
Pat Murray Box 843 KASLOF AK 99610
EMILY NICHOLSON BOX 955 KASLOF AK 99610
Langford Willard P.O. Box 955 Kasilof AK 99610
Harcassa Stetson POB1352. KENAI, AK 99611
Danielle Smith Po Box 421 KASLOF AK 99610
Cynthia Smith Po Box 421 Kasilof AK 99610
Donna Miller PO Box 73 Kasilof AK 99610
Houston Miller P.O. Box 73 KASLOF AK 99610

Russell A. Young P.O. Box 363 Kasiloof, AK 99610
Sandra Matthews P.O. Box 265 Kasiloof AK 99610
Evelyn M. Riley P.O. Box 394 Kasiloof AK 99610
Jim Riley P.O. Box 394 Kasiloof AK 99610

From: Gregory Tressler <gtressler@mac.com>
Subject: **SB 221**
Date: March 13, 2008 10:36:03 AM ADT
To: tom.irwin@alaska.gov, denby.lloyd@alaska.gov, joe.balash@alaska.gov,
james.king@alaska.gov

I wish to take this opportunity to voice my opinion on SB 221 at this time. I currently reside in the Coal Creek Subdivision and have for the past 18 yrs. I am strongly opposed to the bill for the following reasons:

- 1: The roads in this subdivision were never built or intended to handle the increased amount of traffic that will occur if this were to pass. These roads are over 30 years old. Every summer for the past few years many complaints are issued to the Borough Maintenance about dust and pot holes being produced from the increased traffic as the drift fishery has grown. I have also seen many traffic violations, ie: failure to stop at intersections, lack of turn signaling and basic speed violations, which are taking place by vehicles pulling drift boat trailers. We have a contingency of locals that walk these roads for exercise and relaxation that complain about these issues. Every year they feel more and more threatened by these incidences to the point of avoiding these roads.
- 2: The Trujillo site has a historical back ground which would most likely be compromised. There should be a study done to look into preserving any historical property.
- 3: The Lower Kasilof River has numerous native sites located along it's banks. There should be funding provided to inspect this property for any evidence of early native use and recommended preservation.
- 4: The Kasilof River currently has a very limited motorized boat use at this time. The ADFG uses a river boat equipped with a jet drive. This boat can be heard quite clearly and loudly every time it is used. I find it very annoying as it disturbs the peace of the river and community. The proposal states that the ramp will be power boat compatible. We do not need any more boats on the river. The Kenai River already has pollution problems due to outboard motors. The most likely type of motor to be used on the Kasilof will be a jet drive due to river conditions. These motors are less efficient and are considerably louder than what's used on the Kenai. Any increase in motorized boats will mean an increase in the amount of pollution, noise and hydrocarbon. The State already has a full time battle concerning this on the Kenai, why would they want to spread it to the Kasilof?
- 5: The flats located directly across from the proposed site is a nesting haven for birds. Many species of ducks, geese, cranes and gulls use these flats. What impact will the increased noise and traffic have on them? Where is the funding to study the impact that this may cause?
- 6: The ADFG wants to promote and expand the Kasilof fishery. Currently there is not enough personnel to fully monitor and police the fisheries we currently have. Where are the personnel going to come from to manage this new fishery? Currently the mouth of the Kasilof receives an onslaught of people during the personal use fisheries. Every year the dunes are compromised by foot and motor traffic. There are abandoned vehicles left every year. There is a large pile of trash left on site at the end

of the year. The road to the processing plant at the end of the road is crammed with vehicles causing a dangerous condition. Where is the policing agencies during this? They certainly are aware as numerous calls are sent in reporting the conditions as they occur. There are still abandoned vehicles at this time. I do not want this onslaught of people in the Coal Creek subdivision. The past record indicates that the police action will be negligible at best.

In summary I feel that this project is ill advised. I do not feel that the river can sustain the increased traffic without detrimental effects to water quality, noise levels and the general overall serenity it currently enjoys. I also feel that the peace and safety of the residents in the Coal Creek subdivision and along the banks of the river will be greatly compromised.

Thank you for your time.

Sincerely;

Greg Tressler

PO Box 316

Kasilof AK 99610

gtressler@mac.com

Po Box 316
Kasilof, Ak.99610
March 11, 2008

State of Alaska
Office of the Governor
Po Box 1100011
Juneau, Alaska 99811-0001

Re: Project: Lower Kasilof River Boat Launch Site Investigations
RFP# 78554-1

Honorable Governor Palin,

I would like express my opposition to the state buying the Trujillo parcel of land for a public boat launch and parking area. I live in the residential subdivision between that parcel and the state highway, and my family would be severely affected by this decision. Our roads are over 30 years old and were never designed to handle that much traffic, and still provide safety and accessibility for our homeowners, and children playing outside. Over the past 10 years, we have had increased road noise due to boat trailers using 'Trujillos', a private boat haul out, and this proposal of more trailers, as well as recreational vehicles, would greatly increase that problem of constant road noise for us. We now have problems with the boat trailer drivers speeding through, and not stopping at intersections, and I fear increased traffic will only mean increased problems for us. I can easily name 8 or 10 of my neighbors who walk these roads regularly, as I do, and the dust and noise from the extra traffic would hamper us greatly. We sent a petition to you in opposition to the Trujillo parcel being used for a boat launch in 2007, with 86% of the homeowners in this subdivision signing, and a total of over 100 signatures. I feel that the Trujillo parcel in particular is a poor choice, when other parcels are available without 35 long established homes.

I must also object to the idea of motorized boats accessing the Kasilof river without knowing what detriment they may cause. Presently, our neighboring Kenai river is addressing water quality issues of pollution, as well as noise and erosion issues from the use of motor boats there over the years. At this time, the Kasilof river is primarily a drift boat only fishery. Should we not know the impact this may have on a much smaller river before damage is done here as well??? I have not read about any impact statements that are ongoing about this, and to buy lands without first doing these assessments seems backwards to me.

Additionally, I find that the way the state manages the access at the mouth of the river to be sad and neglectful. Dumpsters (in the years that they are provided, and not every year) are overflowing, garbage is everywhere, due to inadequate pick up and removal. Off road vehicles run rampant, driving on private property and over the fragile sand dunes there, that are clearly marked to protect them. There is little or no monitoring by any state agency, and our calls asking for help are shunted from one agency to another. If the state cannot manage that site properly, what assurance do we have that another access site will fare any better?? We have homes and children here, and our property values to consider, as well.

I request that you deny this funding. Thank you,
Laurinda Repe

State of Alaska
Office of the Governor
PO Box 11001
Juneau, Alaska 99811-0001

Re: Lower Kasilof boat launch, FY2009 Governors Capital Budget Appropriation
Department of Fish and Game Reference # 44823

I am writing to oppose the proposal of a public access boat launch in Kasilof

I am very opposed to the state purchasing Trujillo's parcel to build a public access motorized boat launch. I live in the neighborhood where this would happen and am very concerned at the detrimental impact it will have on our lives. When we first moved here in 1991 there was no commercial access to Trujillo's landing and after he opened it to limited access with limited hours we were able to have some input on hours and any persons not respecting the neighborhood. If the state obtains this property and uses it for public access, we will not have any say. The limited amount of boats has already beaten our roads to a rutted and pulverized mess, with a daily racket of boat trailers going over rutted roads. The borough cannot keep up with the limited vehicles that use our roads now.

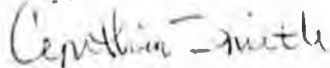
This neighborhood is full of established homeowners who cannot just pack up and leave if this happens. We have lived here for seventeen years with all the same neighbors. I walk my dogs, ride my horse and garden daily all summer. It is already very noisy and disruptive with the small amount of boats that use our roads to get to the boat launch. I can only imagine how devastating this will be to our neighborhood if this happens. It will be unfortunate if this is allowed to proceed and forces very good neighbors to sell out and find a neighborhood that doesn't have such a devastating impact on their lives.

Who will monitor this site? When there isn't a surplus, and everything is on a limited budget, it seems that parks & rec are one of the first to get cut back and where will that leave us?

We are not "Anchorage's playground"; we live here year round and would like to enjoy our neighborhood in the summer without all the ruckus of dodging drift boats and dipnetters. I feel you need to find a more appropriate site that will not devastate a wonderful neighborhood for the pleasure of a few tourists and out of town guide boats.

We request that you deny funding for this project. Thank you.

Sincerely,



Cynthia Smith PO Box 421 Kasilof, AK 99610

P. O. Box 265
Kasilof, Alaska 99610
March 10, 2008

State of Alaska
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99811-0001

Re: Lower Kasilof Boat Launch; FY2009 Governors Capital Budget Appropriation.
Department of Fish and Game Reference No. 44823

Honorable Governor Palin,

I have lived in the subdivision surrounding the Trujillo site for almost 18 years and have seen how the increase in drift boat traffic and bank fishing pressure have negatively affected the river. Adding dozens of power boats with their polluting hydrocarbon emissions and bank erosion will only add to the damage.

The Trujillo site at river mile 3.5 is very worrisome. The buildings on the property consist of an old historic house and an old cannery. The demolition of these buildings puts the area at risk of exposure to hazardous building materials and ground wastes. This property is bordered on 3 sides by a long established quiet residential subdivision. The 4th side (the river bank) is partially a dirt parking lot and primitive drift boat landing with the rest being rye grass tidal flat. The parking area floods during the highest tides. Immediately across the river is a large rye grass tidal flat that is a staging area for many migratory birds. Swans, ducks, geese, and sandhill cranes are there from April to late May. Many of these birds use the area as a breeding site and are here through the summer.

My neighbors and I are very concerned about the impact of a State public access-boat launch on our neighborhood. Putting a State public access-boat launch here means round the clock loud traffic noise and exposure to vandalism and trespassing. We are just a few miles from the personal use fishery at the mouth of the Kasilof River. This public access-boat launch would be a tremendous draw to personal use dip netters and gill netters. Many of them would use a public access-boat launch here as a base and drive or boat to the personal use area to do their fishing. The noise of power boats running up and down the river will be a constant disturbance. Many of us are retired and never expected to live by a State public access-boat launch.

I also do not understand why the State would spend millions of dollars buying a small piece of land for a new boat launch when it already owns other land parcels on the river. When the site assessment is done the Trujillo parcel may not even be found suitable for a public access-boat launch and special interest groups are asking the State to buy it now. This seems like the State is in the business of land speculation for a project that may not be suitable for the land in question.

I respectfully urge you to not fund the Department of Fish and Games proposal, Reference No. 44823 to buy the Trujillo property. It is poor use of public monies and a power boat launch on the lower Kasilof River would cause the same bank erosion, noise, pollution, overcrowding, and general unpleasantness that is ruining the Kenai River.

Thank you for your time.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Matthews". The signature is written in dark ink and is positioned above the printed name and email address.

Sandra Matthews

sacmatthews@acesalaska.net

State of Alaska
Office of the Governor
P.O. Box 110001
Juneau, Ak, 99811-0001

Project: Lower Kasilof River boat launch
site investigation RFP#78554-1

Honorable Governor Palm,

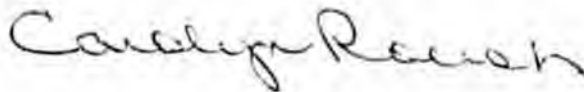
My name is Carolyn Roush. My husband and I have lived in the Coal Creek Country Estates subdivision for almost 20 years. We have several neighbors that have enjoyed living here much longer. I have a small daycare that I run in my home. With the children I watch along with my own 7 yr. old son, we enjoy taking walks in our subdivision as so many that live here do.

Having a park and boat launch placed here will destroy so much of what all of us have worked so hard to build for ourselves and for our families. The speeding cars, the garbage, noise and possible crime will impact us all in a negative way.

I write this note because I truly believe there is a viable option to having the park here. The Fox Hill Estate is a beautifully scenic, newly built subdivision nearby with a wide new road. There is ample room for growth and no homes or families established there. I urge you to consider this alternative as a suitable option and possibly a preferable one for the park and launch site. I believe this would be a win-win situation for us all.

Thank you.

Carolyn Roush



March 8, 2008

Dear Governor Palin:

When my family and I returned to Alaska, we chose the Old Kasilof Road neighborhood because of its resemblance to the neighborhood I grew up in South Anchorage in the '60's. There were few neighbors, low traffic volume on dirt roads, quiet solitude. A welcome change from 8 years in the middle of Portland, Oregon. A safe place for my kids and dogs. Quiet.

I walk Old Kasilof Road and the adjoining road system around our neighborhood 2-3 times a day, rain, shine, freezing or warm for my health and to exercise my dogs. I often meet neighbors out with their dogs, kids, or horse doing same thing. Local traffic is generally slow and considerate; ready to stop for the errant charging Chihuahua or the horse who has decided to do bucking loopy-loos around the 4-wheeler leading her. The current increase in traffic in May causes most of us to alter our road use a bit to minimize the use during peak fish-traffic but you will still see most of us out and about utilizing our little road system. If the road is paved, traffic volume and speed will increase exponentially and put a serious cramp in how we are able to use it. A public boat ramp at the end of Tall Grasses off of Old Kasilof Road would have a tremendous impact and little of it would be positive. The other site off of Silver Fox which is about 1 1/2 miles south of here would be a better site. There are no houses there yet. Folks looking to buy there would know that there is a public boat ramp and make their decision accordingly. The owner of the land is agreeable and I know of no objections to placement of the ramp.

The Old Kasilof Road neighborhood is an old, established neighborhood with a consistent past history of recreational use of our little road system by many of its residents. A public boat ramp and all of the changes that go with it would greatly alter the character of this neighborhood and negatively impact the lifestyle of many of its residents.

A public boat ramp on the Kasilof will be of great benefit to the fisherfolk and I am not opposed to the boat ramp. I just would like to see it in an area where the impact would be positive - many people may actually buy a lot just because its so near the ramp. Please help us preserve our way of life and provide the access to the Kasilof for those who want it.

Thank you for your time and consideration.

Sincerely,



Jim and Ethel Riley
(907)262-8723

State of Alaska
Office of the Governor

Re: Lower Kasilof boat launch, FY2009 Governors Capital Budget Appropriation
Department of Fish and Game Reference # 44823

Honorable Governor Palin,

I am writing to oppose the funding for the Lower Kasilof Boat Launch

I am one of the neighbors in Coal Creek Country Estates subdivision that will be devastatingly impacted if the state buys the Trujillo parcel to put in a public powerboat access.

I am aware that Fish and Game is doing a study on two different parcels but we feel from the beginning that Fish and Game are targeting Trujillo's parcel because that is the preferred target of the Kenai River Sportfishing Assoc., that initiated this process with getting money from the Federal Government on a tackle tax. The federal portion is only \$750,000 with the state being responsible for the biggest portion, a total of \$3.5 million.

This portion of the river by Trujillo's parcel is not used as a boat launch, only as a pullout for commercial guide boats. As of now, we do not get any motorized boats this far up the river and definitely not launching from that location.

The commercial guide boats do have a private pullout in Cohoe Cove that the state would be directly competing with, we are well aware if this was open to the public, all the guide boats would use our neighborhood to pullout, it being farther down the river.

Thank you for your time

Sincerely,

Daniel Smith
cindysmi@acsalaska.net

Louisa Sarah Galin
Juneau, Alaska

Dear Louisa Galin:

Thank you for my Coal Creek
sub-division.

A State boat launch and large
parking area will ruin our
neighborhood. 75% of us have lived on
and owned our property for over
10 years.

I understand an alternative
area in Fiddell State (City of Juneau)
is being considered, also. No homes or
families would be impacted there.

Thank you for your
consideration.

Very truly yours,
Richard M. Fiddell
Area. 2nd Fiddell
Box 876
Kasilof AK 99610
5/10/2008

governor@gov.state.ak.us

I am writing to voice my views toward the consideration of funds being directed toward an additional public boat ramp on the Lower Kasilof River located on the Kenai Peninsula.

I agree an additional public boat ramp located on the lower Kasilof River would serve the increased river use of vessels. I have lived in the Kasilof and Clam Gulch area since 1984 and have had an opportunity to enjoy fishing on the river as well as take note of the increased river and road traffic.

The consideration of funding a purchase of Ed's Seafood should be removed from any portion of a public land use process. In particular, the access from Kalifornsky Beach Road to the sub-division and ultimately to the specific property is an unsafe access location. Traffic on Kalifornsky Beach Road now includes many large commercial trucks that support the growing oil/gas exploration projects on the lower Cook Inlet. The access road from Kalifornsky Beach or "K Beach Road" is located in a cut on a side hill and the main K Beach Road is hilly and does not promote clear and safe traffic patterns. In addition, the access to this particular property first runs through the middle of a neighborhood with houses very close to this small gravel road.

Near Mile Post 2 of K Beach Road (and closer to the existing Kasilof Public Boat Launch on Sterling Hwy) is highway that is flat, straight, and less populated. This portion of the road is located near the entrance to a new undeveloped sub division named Fox Hills Estate. I believe this property would be better served for access to the Kasilof River.

Thank you for continuing a government process that allows local input for growing and maintaining healthy communities and validation of sound public land use development.

Rory Dabney
PO BOX 1291
Soldotna, AK 99669

We, the undersigned residents of the Kenai Peninsula, wish to express our opposition to the State of Alaska's project which calls for the expenditure of \$3,500,000 to purchase land for the development of a public boat ramp on the lower Kasilof River - ie Ed's Kasilof Seafoods. There is a lot of increased traffic in these neighborhoods in the summer as it is, installing a public boat landing would destroy the quality of life the residents now enjoy as well as making it unsafe for them to make use of their neighborhoods for fear of being run over. Please help us preserve our neighborhoods.

PRINT Name	Mailing Address	Contact #	Signature
Deann Yeager-Kenai AK	49850 Toloff Rd	907-776-5009	<i>Deann Yeager</i>
Beky Bziton	PO Box 8504 Nikiski AK 99635	907-776-5145	<i>Beky Bziton</i>
Rich McArthur	52525 1st St NIKISKI PO Box 3473		<i>Rich McArthur</i>
Brian Mack	N. Kenai AK 99635	907-776-4000	<i>Brian Mack</i>
Brandon P. F...	Kenai Alaska 52557 Gerabene St		<i>Brandon P. F...</i>
Jan Brassa	Kenai AK 99635	776-5419	<i>Jan Brassa</i>
Darwin Randall	PO Box 3524 Kenai AK	260-5530	<i>Darwin Randall</i>
Rory Kaling	PO Box 1291 Soldotna, AK	260-5145	<i>Rory Kaling</i>
Joy Wilborg	323 W. Arlington Ave Soldotna, AK	99669 260-3167	<i>Joy Wilborg</i>
Colleen Vance	PO Box 1876 Nikiski AK	776-5482	<i>Colleen Vance</i>
Greg Edelman	Kenai AK 99635	776-5129	<i>Greg Edelman</i>



We, the undersigned residents of the Kenai Peninsula, wish to express our opposition to the State of Alaska's project which calls for the expenditure of \$3,500,000 to purchase land for the development of a public boat ramp on the lower Kaslof River - ie Ed's Kaslof Seafoods. There is a lot of increased traffic in these neighborhoods in the summer as it is, installing a public boat landing would destroy the quality of life the residents now enjoy as well as making it unsafe for them to make use of their neighborhoods for fear of being run over. Please help us preserve our neighborhoods.

PRINT Name	Mailing Address	Contact #	Signature
Ethel M. Riley	PO Box 394 Kasilof AK 99610	907 262-6723	Ethel M. Riley
Patty Mabe	P.O. 8364 KASLOF AV. 99610	907 262-2719	Patty Mabe
Thomps Burch	PO Box 3031 Kenai, AK 99611	907 262-7496	Thomps Burch
Susan Schwager	P.O. Box Kasilof, AK	262-5702	Sue Schwager
Amanda Zendejas	2503 Wildwood Dr #3 Kenai, AK 99611	907 398 3982	Amanda Zendejas
CHERE MICHALAK	Kenai		Chere Michalak
Eileen CHAR	P.O. Box 51 KASLOF, AK 99610		Eileen M. Char
Rodney W. Hobbs	36125 EDS TRAIL Kenai AK 99611		Rodney W. Hobbs
Louie SIMONS	P.O. Box 4102 Kenai AK 99611	262-7092	Louie Simons
Jon Bartelds	36579 Bartelds Dr Kenai, AK 99611	262-7669	Jon Bartelds
CARL G. GILFORD	PO Box 711 KASLOF (RIVER)	262-4669	Carl Gilford
DONALD SUTHERLAND	11835 Birch Hills Dr. Eagle River 99577		Donald Sutherland
Drew Spaulin	37020 Cannery Rd Kenai, AK		Drew Spaulin
Rusty Swan	PO Box 147 Kenai, AK		Rusty Swan

We, the undersigned residents of the Kenai Peninsula, wish to express our opposition to the State of Alaska's project which calls for the expenditure of \$3,500,000 to purchase land for the development of a public boat ramp on the lower Kasilof River - ie Ed's Kasilof Seafoods. There is a lot of increased traffic in these neighborhoods in the summer as it is, installing a public boat landing would destroy the quality of life the residents now enjoy as well as making it unsafe for them to make use of their neighborhoods for fear of being run over. Please help us preserve our neighborhoods.

PRINT Name	Mailing Address	Contact #	Signature
Robert Miller	P.O. Box 515 Kasilof AK 99610	348-2087 262-7554	Robert Miller
John Mendenhall	PO BOX 3047 Kenai AK	283-1495	John Mendenhall
Rob Levenhagen	PO Box 143 Kasilof AK	252-1118	Rob Levenhagen
Jerry Jones	PO BOX 3270 Kenai AK 99611	242-346 242-2432	Jerry Jones
JERRY KNAPP	P.O. Box 831 Kasilof, AK	276-0000	Jerry Knapp
Wale Booklin	PO Box 1069 Kasilof AK 99610		Wale Booklin

We, the undersigned residents of the Kenai Peninsula, wish to express our opposition to the State of Alaska's project which calls for the expenditure of \$3,500,000 to purchase land for the development of a public boat ramp on the lower Kaslof River - ie Ed's Kaslof Seafoods. There is a lot of increased traffic in these neighborhoods in the summer as it is, installing a public boat landing would destroy the quality of life the residents now enjoy as well as making it unsafe for them to make use of their neighborhoods for fear of being run over. Please help us preserve our neighborhoods.

PRINT Name	Mailing Address	Contact #	Signature
<i>Waise Hapman</i>	<i>P.O. Box 644 Kaslof AK 99610</i>	<i>262-5470</i>	<i>Waise Hapman</i>
<i>Dyer VanDevere</i>	<i>P.O. Box 504 Kaslof AK 99610</i>	<i>262-5470</i>	<i>Dyer VanDevere</i>
<i>Nancy Wagner</i>	<i>Box 646 Kaslof AK 99610</i>		<i>Nancy Wagner</i>
<i>Gregory DRAIS</i>	<i>Box 514 Kaslof AK 99610</i>		<i>Gregory Drais</i>
<i>Don Wagner</i>	<i>Box 506 Kaslof AK 99610</i>		<i>Don Wagner</i>
<i>Sue Evanson</i>	<i>PB 556 Kaslof AK 99610</i>		<i>Sue Evanson</i>
<i>Walter Cook</i>	<i>P.O. Box 7753 Nikiski AK 99635</i>		<i>Walter Cook</i>
<i>Bronson Ann</i>	<i>1351 Foushler Ave Soldotna AK 99669</i>		<i>Bronson Ann</i>
<i>William Hensch</i>	<i>205 Pando Ct Kenai AK 99611</i>		<i>William Hensch</i>
<i>Marie Love</i>	<i>P.O. Box 1221 Kenai AK 99611 752 6908</i>		<i>Marie Love</i>
<i>Shirley Connor-Hillger</i>	<i>331 Seaver Ct. #107 Kenai AK 99611</i>		<i>Shirley Connor-Hillger</i>
<i>Steve Hillger</i>	<i>331 Seaver Ct, Apt 107, Kenai, AK 99611</i>		<i>Steve Hillger</i>
<i>Dave Gray</i>	<i>35555 Kenai Spur Hwy #132 Soldotna AK 99669</i>		<i>Dave Gray</i>
<i>John Nelson</i>	<i>Box 4267 Soldotna 99669</i>		<i>John Nelson</i>

We, the undersigned residents of the Kenai Peninsula, wish to express our opposition to the State of Alaska's project which calls for the expenditure of \$3,500,000 to purchase land for the development of a public boat ramp on the lower Kasilof River - ie Ed's Kasilof Seafoods. There is a lot of increased traffic in these neighborhoods in the summer as it is, installing a public boat landing would destroy the quality of life the residents now enjoy as well as making it unsafe for them to make use of their neighborhoods for fear of being run over. Please help us preserve our neighborhoods.

PRINT Name	Mailing Address	Contact #	Signature
Markene Pearson	P.O. Box 1354 Kenai	776-8301	Markene Pearson
Roger Pearson	P.O. Box 1354 Kenai	776-8301	Roger Pearson
Scott Ferguson	P.O. Box 5		
James Alexander	P.O. Box 7433 Nikiski		James Alexander
Jeff Brown	P.O. Box 7198 Nikiski	776-5497	Jeff Brown
Cynthia Brown	617 Jannella Kenai	776-3117	Cynthia Brown
Holly Rank	P.O. Box 3176 Nikiski		Holly Rank
Willow King	P.O. Box 8676 Nikiski		Willow King
Tom Peterson	35255 Huntington		Tom Peterson
Janice Rogers	101 Park Kenai		Janice Rogers
Kelly McHugh	P.O. Box 5414 Nikiski	776-5833	Kelly McHugh
Jackie Arnett	P.O. Box 7301 Nikiski	776-5832	Jackie Arnett
Janice Arnett	P.O. Box 7025 Nikiski	776-5832	Janice Arnett
Mark Brown	P.O. Box 7025 Nikiski	776-5832	Mark Brown

We, the undersigned residents of the Kenai Peninsula, wish to express our opposition to the State of Alaska's project which calls for the expenditure of \$3,500,000 to purchase land for the development of a public boat ramp on the lower Kasilof River - ie Ed's Kasilof Seafoods. There is a lot of increased traffic in these neighborhoods in the summer as it is, installing a public boat landing would destroy the quality of life the residents now enjoy as well as making it unsafe for them to make use of their neighborhoods for fear of being run over. Please help us preserve our neighborhoods.

PRINT Name	Mailing Address	Contact #	Signature
Gregory Tressler	P.O. Box 316 Kasilof AK 99610	907 574 1788	<i>Gregory Tressler</i>
Laurinda Pepi	P.O. Box 316 KASILOF AK 99610	907 262-1788	<i>Laurinda Pepi</i>
Jim BATHLEDER	P.O. Box 116 KASILOF		<i>Jim Bathleder</i>
Leslie Bathleder	P.O. Box 116 KASILOF		<i>Leslie Bathleder</i>
JAMES BATHLEDER JR.	" " "		<i>James Bathleder</i>
JAMES M Ryherd	" " " Box 876	" " "	<i>James Ryherd</i>
KATHERINE S. McFadden	Kasilof AK		<i>Katherine S. McFadden</i>
Larry G. Willard	P.O. Box 955 Kasilof, AK 99610		<i>Larry G. Willard</i>
EMILY NICHOLSON	" "		<i>Emily Nicholson</i>
Marilyn Tressler	Kenai 99611 P.O. Box 1876		<i>Marilyn Tressler</i>
CHAC SHILLIPS	Box 1131 HOMER 99603		<i>Chac Phillips</i>
ROBERT ERNST	46430 Jakes Way Kenai AK		<i>Robert Ernst</i>
Fletcher E. Gault	46430 Jakes Way Kenai AK		<i>Fletcher E. Gault</i>
FRED BROWN	P.O. Box 7148 NIKISKI		<i>Fred Brown</i>
Dave Brown	P.O. Box 308 Kenai		<i>Dave Brown</i>
Alexis Pilatti	P.O. Box 365 Kenai		<i>Alexis Pilatti</i>

We, the undersigned residents of the Kenai Peninsula, wish to express our opposition to the State of Alaska's project which calls for the expenditure of \$3,500,000 to purchase land for the development of a public boat ramp on the lower Kasilof River - ie Ed's Kasilof Seafoods. There is a lot of increased traffic in these neighborhoods in the summer as it is, installing a public boat landing would destroy the quality of life the residents now enjoy as well as making it unsafe for them to make use of their neighborhoods for fear of being run over. Please help us preserve our neighborhoods.

PRINT Name	Mailing Address	Contact #	Signature
Cynthia Smith	P.O. Box 421 Kasilof 99610	262-5432	Cynthia Smith
Corbin Nicks	P.O. Box 73 Kasilof Kenai 99611	262-2740	Corbin Nicks
Dorothy M. Tites	P.O. Box 3016,	262-1447	Dorothy M. Tites
Marty S. Hapeman	P.O. Box 611 Kasilof	1777	Marty S. Hapeman
Viviane Taylor	P.O. Box 47, Kasilof	262-5440	Viviane Taylor
Allen Ray, Gordon	P.O. Box 872 Kasilof	262-6000	Allen Ray, Gordon
Therese Roush	P.O. Box 124 Kasilof	262-1894	Therese Roush
Jan Ford	P.O. Box 124 Kasilof	262-1894	Jan Ford
Connie Ann	P.O. Box 561 Kasilof	262-5962	Connie Ann
Jan Smith	P.O. Box 421 Kasilof	262-5432	Jan Smith

PROJECT COSTS

Kawerak, Inc.

Project: Beringia Museum of Culture & Science

Fiscal Year: 2008

Contact person: Loretta Bullard, President 907-443-5231

Total funding to complete the project: \$23,092,448

Number of years to complet the project: 5 years; 2008 - 2012

We have not received prior state approprlations.

Funds for the project are not included in the governor's proposed FY 2009 Budget.

Matching funds available: Land Cost

Kawerak purchased the land for Beringia Museum Culture & Science \$ 272,500

Construction Costs

Total Site and Building Construction Costs \$ 23,092,448

Design and Project Development Costs

Architectural Engineering Fees

Schematic Design

Design Services \$ 438,270

Geotechnical Investigations Allow \$ 70,000

Site Surveys Allow \$ 35,000

Property Replat Allow \$ 50,000

Subtotal \$ 593,270

Project Management Costs/Development Fee 10% of Construction Costs \$ 346,387

TOTAL PLANNING AND SCHEMATIC DESIGN COSTS \$ 939,657

Dave Bergstrom
PO Box 223
Tok, Alaska 99780
907-883-5647

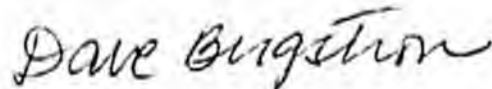
April 7, 2008

State Representative
The Honorable Kevin Meyer
Co-Chair, House Finance Committee
State Capitol
Juneau, Alaska 99801-1182

Dear Representative Meyer,

The Tok Volunteer Fire Department would like to express its support for the Upper Tanana Valley Renewable Energy Initiative. We watch a lot of biomass fuel just go up in smoke from clearing around the Tok area. We would like to see burnable brush and trees chipped up and used to offset the tremendous fuel costs in our remote area. If we had this chip burner in place and working, it would help protect Tok from wildfires. Aside from cutting defensible space around Tok and utilizing the slash for fuel, the local folks could bring all their brush to be chipped and burned, preventing constant fire hazards. This is a renewable resource that we are working with, and we believe this would help the unincorporated community of Tok tremendously.

Sincerely,



Dave Bergstrom, Fire Chief
Tok Volunteer Fire Department

cc: Upper Tanana Valley Renewable Energy Initiative Project Summary

Upper Tanana Valley Renewable Energy Initiative

Self Reliance Powered by Renewable Energy

Briefing:

The Upper Tanana Valley Renewable Energy Initiative is simply; proactively, removing the highly flammable spruce trees that annually threaten our homes, villages and communities with catastrophic wildfire, costing the State of Alaska millions of dollars annually to reactively suppress. This project will turn this renewable, sustainable, natural resource into energy in the form of heat and eventually electricity that would chart the course to self reliance independently, indefinitely powering our future.

Support

The Tok Umbrella Corporation, with support from: Tanana Chiefs Council (TCC), Tetlin Village Council and the other villages of the upper Tanana, along with Alaska Gateway School District, Tok Chamber of Commerce and private businesses, Fish and Wildlife Service Tetlin Wildlife Refuge, State of Alaska - DNR Forestry, DOT and Department of Fish and Game have come together to make this a success. There are no known opponents to this project and we have the unanimous support of the communities and village of the Upper Tanana.

Current Situation

1. Wildfires annually threaten Tok and the seven villages and communities at a great cost to the State of Alaska and its residents; this total is over \$50 Million dollars in the last 25 years alone.
2. Tok and the villages are surrounded by dense spruce forest high volume hazardous fuels that currently cost thousands of dollars per acre to remove the threat. There is currently no use, no market for this fuel. There is no equipment to utilize this resource such as whole tree chippers. In the last 25 years very little has been done to remove the threat in the form of the hazardous fuels from the communities.
3. High unemployment with a lack of year round jobs. Currently only a few weeks of employment a year as an emergency firefighter are available to the residents of the villages. High welfare and the associated social cost are very serious issues of concern.
4. High living cost with fuel oil at an all time record and electricity generated from diesel is 4 to 8 times as high as the rail belt and urban areas of the state. This combination is strangling the residents of the Upper Tanana Valley. People are moving out of rural Alaska to the urban centers in alarming numbers.
5. The State of Alaska is paying a huge price in heating fuel oil and electricity for the State schools and other public state agency buildings totaling hundreds of thousands annually.
6. The State of Alaska is currently paying an estimated \$1,000,000 dollars annually in power cost equalization for the villages and communities of the Upper Tanana Valley.
7. Lack of infrastructure with roads to access our forest and resources. The only road access to much of our forest in the Upper Tanana is the abandoned sections of the 1940 Alaska Highway.
8. No infrastructure in the form of biomass (wood) boilers to utilize this small diameter wood which comprise the majority of the forest and current has no other use.

Initiative Benefits

1. Safer - this project will put the villages and communities on a path to eliminate the threat of a catastrophic wildfire. This is done by simply removing the hazardous fuels in and around our homes and villages.
2. Changing the current course of dependency on the State of Alaska, to a path of self reliance and self sufficiency with the use of a local renewable resource. Further develop the basis for a local economy in the forest products industry. This will create year round jobs and employ emergency firefighting crews for months a year instead of just a couple of weeks. Instead of all the money spent on fuel oil leaving the communities, it remains in the local economies, hiring more teachers or fulfilling other needs. This will greatly improve the local economies of the area leading to a path of self reliance. Wood is 75% less expensive than current fuel prices.
3. Saving the State of Alaska money currently spent for heating fuel oil for State owned facilities such as the State Gateway School district buildings, DOT, DNR Forestry, Senior Center, Low Income Housing and etc.
4. Reducing the dependency on fossil fuels which improves the State and National economy and security.

5. Improved habitat for moose, small mammals and other wildlife immediately adjacent to communities, contributing to accessible subsistence hunting and trapping opportunities.
6. Lower the carbon emissions (wood is carbon neutral) and the harmful effects of smoke from wildfires (there is growing evidence of the harmful effects from the soot in the atmosphere. Bioenergy is environmentally friendly, sustainable energy source that has proven potential to relieve a significant portion of our reliance on fossil fuels. In Alaska energy from biomass is critically underutilized and represents a tremendous opportunity for government, industry and individuals to take control of energy production costs and environmental impacts.

Funding Request

This is a three year phased project beginning with heating State of Alaska facilities and with the goal of eventually generating electrical power. The total cost of the project is (\$7.25 to \$12.26 million)

1. (\$3.76 million) Removal of hazardous fuel around villages and communities to reduce the risk from wildfires. This will utilize village fire crews and local contractors to remove the fuels.
2. (\$500,000) Whole tree wood chipper to utilize the hazardous fuels around the villages and communities and turn the material into bulk biomass fuel for wood boilers.
3. (\$1.5 million) Construct road infrastructure on state land into the forest for harvest of the biofuels and access to fight wildfires around the communities.
4. (\$1.5 - \$5.5 million) Install wood chip fired boilers to heat State of Alaska owned facilities - Gateway School District Schools in each village and the DOT Shop, DNR Forestry building and etc.

Why this project will be successful

1. This project fulfills the most basic function and responsibility of government by providing for the safety and security of the people. By reducing the threat of a catastrophic wildfire and utilizing a renewable natural resource to achieve energy independence, the State of Alaska achieves its most basic promise to its people.
2. This project is sustainable; it utilizes one of the most abundant natural resources the State of Alaska has in its massive forest. The forest does grow back and instead of the forest we are annually threaten by; the forest can power our future. The proximity of biomass to the biomass boilers does not get any better.
3. This project uses proven technology; in fact steam from wood heat has been around a very long time indeed. Wood has heated and powered our state from the beginning. The modern wood fired boilers are an improvement on proven, simple technology that are relatively inexpensive and are good for the environment. These modern boilers easily surpassing the EPA air quality regulations; burning at over 2000 degrees with virtually no smoke emissions. It is similar to the fuel injection system we have in most automobiles applied to a wood furnace. These boilers have been in place all over the United States and the world for a long time.
4. The public and the communities are in completed unanimity in favor of this project with no known opposition.
5. The homework has been done; the feasibility study has been completed. Juneau Economic Development Council Wood Products Development Service completed a feasibility assessment for wood heating the Alaska Gateway School District schools. We're not asking for money to study anything, we're asking for an investment by the state.
6. This is State of Alaska investing in State of Alaska infrastructure in its buildings and state forested lands and leading by example using a renewable, sustainable energy to reduce operating cost.
7. This project will keep hundreds of thousands of dollars in the communities each month, instead of leaving paying fuel oil companies. This will have a profound effect on the local economies. This will get the communities on a path to self reliance.
8. We will utilize existing private timber harvest and milling capabilities and enable them to expand to meet the new demand and keep government involvement to a minimum. Harvest of our forest in the Upper Tanana has been taking place on a larger scale for close to 70 years with success.
9. The new proactive climate will attract private enterprise investment in biofuels to the region and the rest of the state to meet the incredible market potential.
10. This project will be a pilot project for dozens of other potential locations around the state.
11. One fire could easily exceed the cost of this entire project.

Dave Bergstrom
PO Box 223
Tok, Alaska 99780
907-883-5647

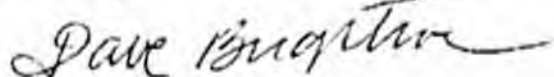
April 7, 2008

State Representative
The Honorable Mike Chenault
Co-Chair, House Finance Committee
State Capitol
Juneau, Alaska 99801-1182

Dear Representative Chenault,

Speaking as the Fire Chief for the Tok Volunteer Fire Department in Tok Alaska and also as a lifelong resident, I would like to see the Tok Division of Forestry receive new fire engines and equipment to better serve this area. Over the last several years, our summers seem to be getting hotter and drier. As a result, our homes and land have become more susceptible to wildland fires. Tok State Forestry and the Tok Volunteer Fire Department rely heavily on one another for mutual aid throughout the fire season since our area has no fire hydrants. All of our water is on wheels. New trucks and equipment for Tok State Forestry would keep maintenance costs down and would let them better perform their duties.

Sincerely,



Dave Bergstrom, Fire Chief
Tok Volunteer Fire Department

cc: Governor Palin's FY2009 Capitol Project Request, Reference #33955

Wildland Fire Truck Replacement Phase 1

FY2009 Request:

\$625,000

Reference No:

33955

AP/AL: Appropriation

Project Type: Health and Safety

Category: Public Protection

Location: Statewide

Contact: Leta Simons

House District: Statewide (HD 1-40)

Contact Phone: (907)465-2400

Estimated Project Dates: 07/01/2008 - 06/30/2009

Brief Summary and Statement of Need:

Fire engines are essential for initial attack wildland fire fighting in meeting primary objective of containing 90% of fires at ten acres or less on lands in "full" and "critical" protection. Overall, the Division responds to an average of 400+ wildland fires/year, primarily in high value urban interface areas. Replacement would decrease the reliance on out-dated engines and increases margin of safety for fire fighters. This supports the mission to manage fires in the most effective and cost efficient manner possible, meeting statutory requirements to provide wildland fire protection on all state, municipal, and private lands.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$625,000	\$625,000					\$1,250,000
Total:	\$625,000	\$625,000	\$0	\$0	\$0	\$0	\$1,250,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input checked="" type="checkbox"/> Phased Project	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

SLA02/CH1 \$ 400,000 Complete

Project Description/Justification:

It is the intent of AS 41.15.010 - 41.15.170 to provide protection, commensurate with the value of the resources at risk, for the natural resources and watersheds on land that is owned privately, by the State or a municipality.

In addition, AS 18.70.320 states, "It is the policy of the state to protect its residents and their property from the ravages of fire... The legislature finds that fire is a constant threat and that homes, places of employment, modes of transportation, and our natural resources needs a system of fire protection..."

In support of the intent of this legislation, the department will purchase one Type 3 (medium) fire engine and three Type 6 (light) engines. Forestry fire engines are first responders to urban/wildland interface fires in areas such as the Anchorage hillside, Kenai Peninsula Borough, and the Fairbanks North Star Borough. It is essential that the State maintain equipment to industry standards in order to limit liability, ensure safety, and provide reliable response capability.

Engines provide the initial attack capacity critical for urban interface wildland fire protection. This is a combination of Type 6 and Type 3 engines. The Type 6 engines provide quick response and maneuverability as well as the capability of patrolling long distances in Division of Forestry's protection areas. Engine crewmembers often provide first on-scene evaluation of values at risk, potential fire behavior, additional resources needed, and mobile communications. Type 3 engines can provide additional crewmembers (up to five), up to 600 to 750 gallons of water with fire suppressant foam, and provide additional equipment that can be used to keep potentially large fires at their minimum acreage.

Wildland Fire Truck Replacement Phase 1**FY2009 Request: \$825,000****Reference No: 33956**

During 2007 and after completion of the Alaska wildland fire season, the Division of Forestry supplied ten engines to the Joint Interagency Fire Coordination Center. These engines provided support and wildland fire suppression capabilities for the Northern Rockies in and around the Missoula, Montana Area. The mission lasted more than 50 days, employed 30 personnel, and garnered revenue to offset the vehicles' operating costs and advance the maturity date for replacement of the vehicles.

Why is this Project Needed Now?:

Maintenance costs on outdated equipment increase proportionately to age and use. Engines needing replacement have outdated technology such as two point safety restraints as well as deteriorating utility bodies. In working with or directly in support of local fire departments, the cooperative effort benefits the public with improved service, reduced costs, and successful engine response to wildland fire.

Engine replacement requires lead time and planning as the vehicles are manufactured by specialty GSA contractors. Engines must be ordered as far as a year in advance. Wildland fire activity has been increasing in the past several years in all of DNR's protection responsibilities. This is a reflection of the increased population, their propensity in building in both remote and urban fire prone areas, and fire seasons that are beginning to start earlier, have increased intensity, and are prolonged.

Specific Spending Detail:

<u>LINE ITEM</u>	<u>DOLLAR AMOUNT</u>	<u>DESCRIPTION (text)</u>
Personal Services	\$ 5,000	Time to monitor and inspect engines prior to acceptance.
Travel	\$ 5,000	Travel to facilities for vehicle inspections prior to delivery.
Services	\$ 16,000	Shipping from Fremont, Indiana to Alaska
Capital Outlay	\$ 800,000	Purchase of one Type 3 engine (\$195.0 per engine) and three Type 6 engines (\$135.0 per engine)

The Division of Forestry's fire engines are critical to successful initial attack in the wildland fire arena. Reliance on the aging fleet is increasing risk to fire fighters and the values to protect. The wildland fire engines for the Division of Forestry's program were first upgraded in 1984. In 1999, a program began to replace outdated equipment. Seventeen engines were replaced utilizing Department of Transportation and Public Facilities equipment funding and a 2002 CIP (SLA 2002, Ch 1, Sec 1, Pg 43, Ln 8) has been completed. Since then an additional ten engines have been scheduled to be replaced for the past five years. Replacement costs have not been funded since 2002 and now, additional engines need replacement.

Project Support:

Continued support from the Alaska State Fire Chiefs Association, Interior Fire Chiefs Association, (Kenai Peninsula, Mat/Su, Fairbanks North Star, and Denali) Boroughs, 80+ local fire departments, and the general public who receive the benefit of increased wildland fire protection.

Project Opposition:

No anticipated opposition.

4/5/08

REQUESTING A MAJOR RENOVATION OF THE HIGH SCHOOL AND GYMNASIUM IN UNALAKLEET, ALASKA

Bering Strait School District Board Of Education, Unalakleet Advisory Education Committee, Native Village Of Unalakleet, Unalakleet Native Corporation, and City Of Unalakleet

RESOLUTION 08-01

WHEREAS the Unalakleet High School Renovation project is number 23 on the current Capital Improvement Projects Major Maintenance Grant Fund list, and

WHEREAS Governor Palin's proposed capital budget funds the top 21 on the Major Maintenance Grant Fund list, and

WHEREAS education has a direct effect on our students' futures and their contributions to our community, state, and nation, and

WHEREAS the parents, community members, and organizations desire the best education possible for our students, and

WHEREAS, Unalakleet is the hub for the eastern Norton Sound and is the location of the Bering Strait School District headquarters, and

WHEREAS, the Frank A. Degnan High School facilities were built in 1976 as an add on to the Bureau of Indian Affairs school built in 1959, and

WHEREAS, the Frank A. Degnan High School is too small and in need of multiple upgrades, such as heating, ventilation, plumbing and roofing, in order to be more energy efficient and safe, and

WHEREAS, the high school's education program is affected by poorly designed classrooms, lack of adequate program areas, limited locker/storage areas, insufficient administrative space, inefficient traffic patterns, and a constantly increasing educational program, and

WHEREAS, the current gym is 45 years old, was built as a recreational facility for the Air Force, and was moved five miles downhill to its current location to serve Unalakleet Elementary, Unalakleet Middle School, and Frank A. Degnan High School, and

WHEREAS, as a central location, many student activities such as the Elementary/Jr. High Wrestling & Cheerleading Tournament and numerous Region I tournaments are held in Unalakleet, and

WHEREAS, the gym has support beams immediately next to the playing court and has insufficient seating, necessitating spectators to sit on the sidelines and under the basket in an unsafe environment, both of which have resulted in injuries, and

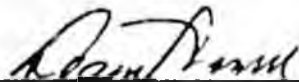
WHEREAS, both the Frank A. Degnan High School structure and the gymnasium are too small and outdated, and

WHEREAS, the school serves the entire community of Unalakleet for organization and political meetings, funerals, weddings, potlucks, and the annual Jamboree Tournament involving basketball teams from the Seward Peninsula, and

WHEREAS the high school and gymnasium facilities are used to provide annual district-wide inservices for BSSD principals, teachers, and classified staff throughout the school year, and

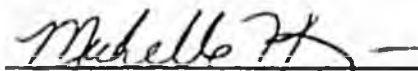
WHEREAS, a well-rounded education, including student activities, is a priority for the community of Unalakleet;

THEREFORE, BE IT RESOLVED by Bering Strait School District Board of Education, Unalakleet Advisory Education Committee, Native Village of Unalakleet, Unalakleet Native Corporation, and City of Unalakleet, that the 25th Alaska State Legislature is respectfully requested to appropriate funds for a major renovation of the Frank A. Degnan High School and gymnasium to support the educational program and student activities of Unalakleet, Alaska.



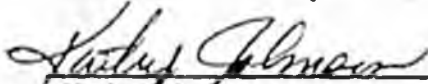
Weaver Ivanoff, Chairperson
Bering Strait School District Board of Education

March 4, 2008
Date



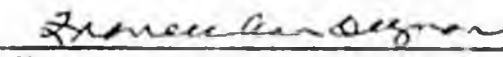
Michelle Harvey, Co-Chairperson
Unalakleet Advisory Education Committee

March 4, 2008
Date



Kathy Johnson, President
Native Village of Unalakleet

March 4, 2008
Date



Frances Ann Degnan, Secretary
Unalakleet Native Corporation

March 4, 2008
Date



William Johnson, Mayor
City of Unalakleet

March 4, 2008
Date



P.O. Box 189
NAKNEK, ALASKA 99639
www.theborough.com



TELEPHONE
(907) 246-4224
FAX
(907) 246-6633

Bristol Bay Borough

April 4, 2008

Senator Lyman Hoffman
Alaska State Capitol, Room 518
Juneau, Alaska 99801

Representative Bryce Edgmon
Alaska State Capitol, Room 424
Juneau, Alaska 99801

RE: Engineering Cost Estimates, Port of Bristol Bay Project Phase I.

Dear Senator Hoffman, Representative Edgmon.

We are rapidly approaching a critical decision point with the Port of Bristol Bay project. Necessary construction permits are in hand and all engineering & design documents have been finalized. It has been the intent of the borough to advertise the project in late April or early May, receive and review the bids in May and award the project by June 2008.

PND Engineering has estimated Full Build Out at \$6,975,700. This represents an increase over our preliminary estimates of \$5,700,000. The borough requests your immediate assistance in securing state aid to address the differential.

Currently the borough has \$5,600,000 for the project from the following sources: BBEDC - \$1,000,000; Federal EDA - \$1,700,000; Bristol Bay Borough - \$1,000,000; Denali Commission - \$1,000,000 and previous Legislative grants - \$900,000.

The borough respectfully requests your assistance in securing (at least) \$1,500,000 in state funding in order to ensure sufficient funding to allow this project to advance along the current schedule. Failure to advance this project at this time will impact permits, drive costs up and further risks the public's safety with new forty foot fully loaded containers.

The Port of Bristol Bay Project is the borough's # 1 capital priority. This project impact the fisherman from Togiak to Port Heiden.

Thank you, your assistance is greatly appreciated

David L. Soulak,
Borough Manager

Enclosure. PND Project Cost Estimates

Cc. Berney Richert, US Department of Commerce, EDA
H Robin Samuelsen, Jr., BBEDC
Mike McKinnon, Transportation Coordinator, Denali Commission

P.O. Box 189
NAKNEK, ALASKA 99633

www.theborough.com



TELEPHONE
(907) 246-4224
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Bristol Bay Borough

RESOLUTION 2007 - 15

A RESOLUTION OF THE BRISTOL BAY BOROUGH ASSEMBLY IDENTIFYING AND ESTABLISHING CAPITAL IMPROVEMENT PRIORITIES FOR THE BRISTOL BAY BOROUGH FOR FISCAL YEAR 2009

Whereas, The Bristol Bay Borough has developed a 5-Year Capital Improvement Program and

Whereas, certain projects identified in the 5-Year Capital Improvement Plan have received the highest rating for social and economic well-being, and

Whereas, the Borough Assembly desires to submit an updated and consolidated FY2009 Capital Improvements Program to Governor Palin and the State Legislators as well as other interested parties and agencies in a continued effort to improve the quality of life for the entire Bristol Bay Region, and

Whereas, the projects included in the Capital Improvement Program are re-evaluated, prioritized and updated annually in an effort to secure financial assistance for the most critical projects.

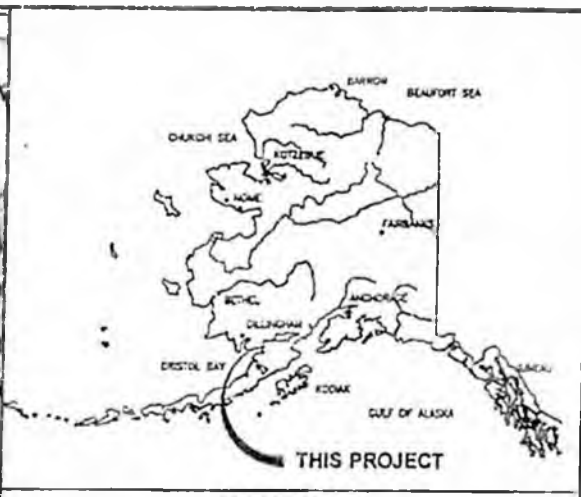
Now Therefore Be It Resolved, that the Bristol Bay Borough Assembly hereby nominates the following Capital Improvement Projects through identification and prioritization as the Borough's highest priority projects to be considered for State financial assistance for Fiscal Year 2009. The Projects are as following in priority:

1. Port of Bristol Bay Borough Expansion and Repairs
2. Naknek River Bridge & South Naknek Road Access
3. New Road Grader
4. 200 Dock Crane
5. Alaska Peninsula Highway Pathway Safety Project
6. Phase II Lake/Rapids Camp Road Improvements/Regional Recreation Access
7. Multi-Use Regional Meeting Facility & Youth Center

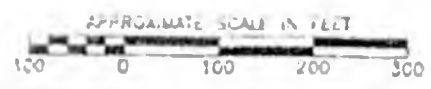
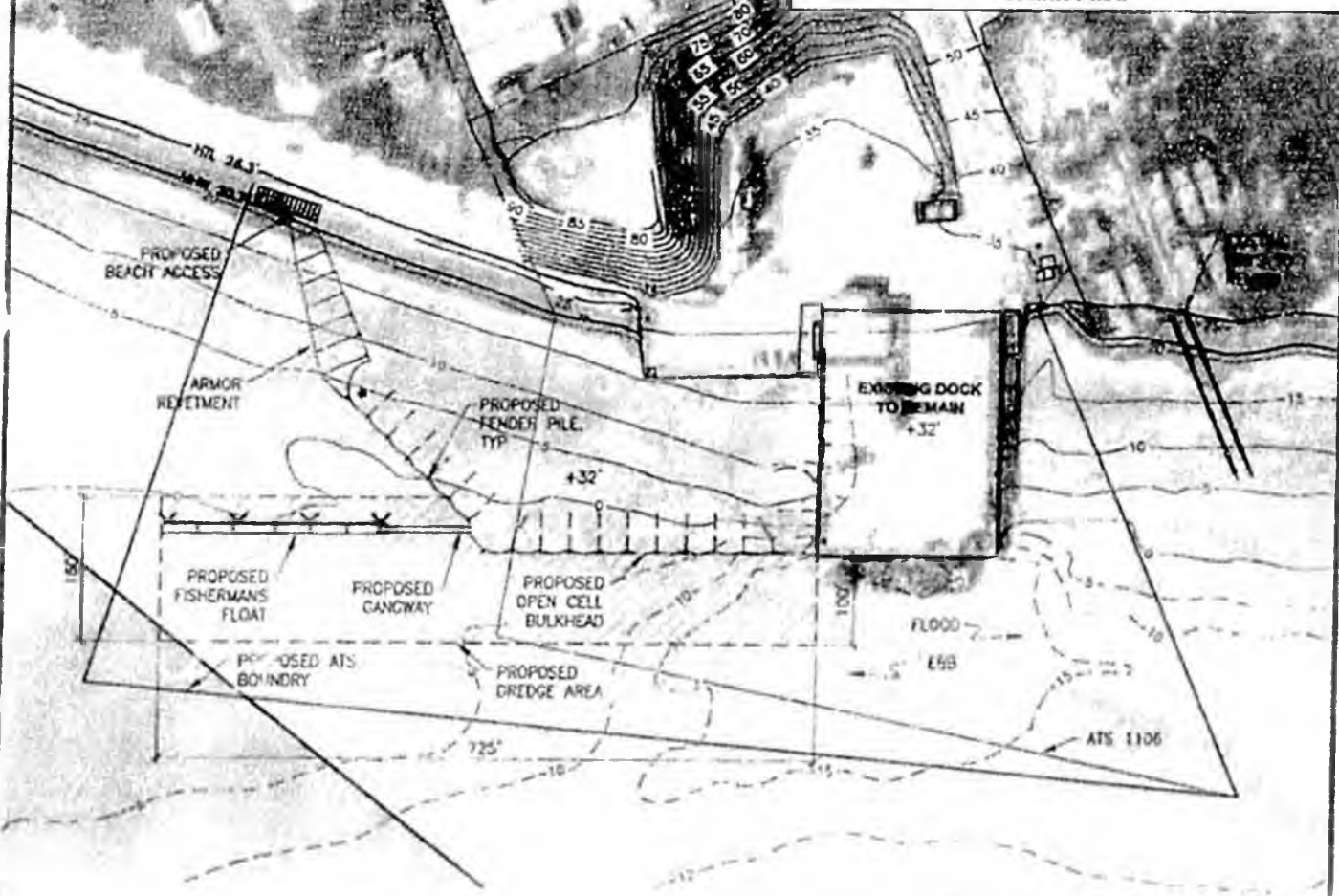
Port of Bristol Bay Naknek, Alaska

The busiest dock you have never heard of

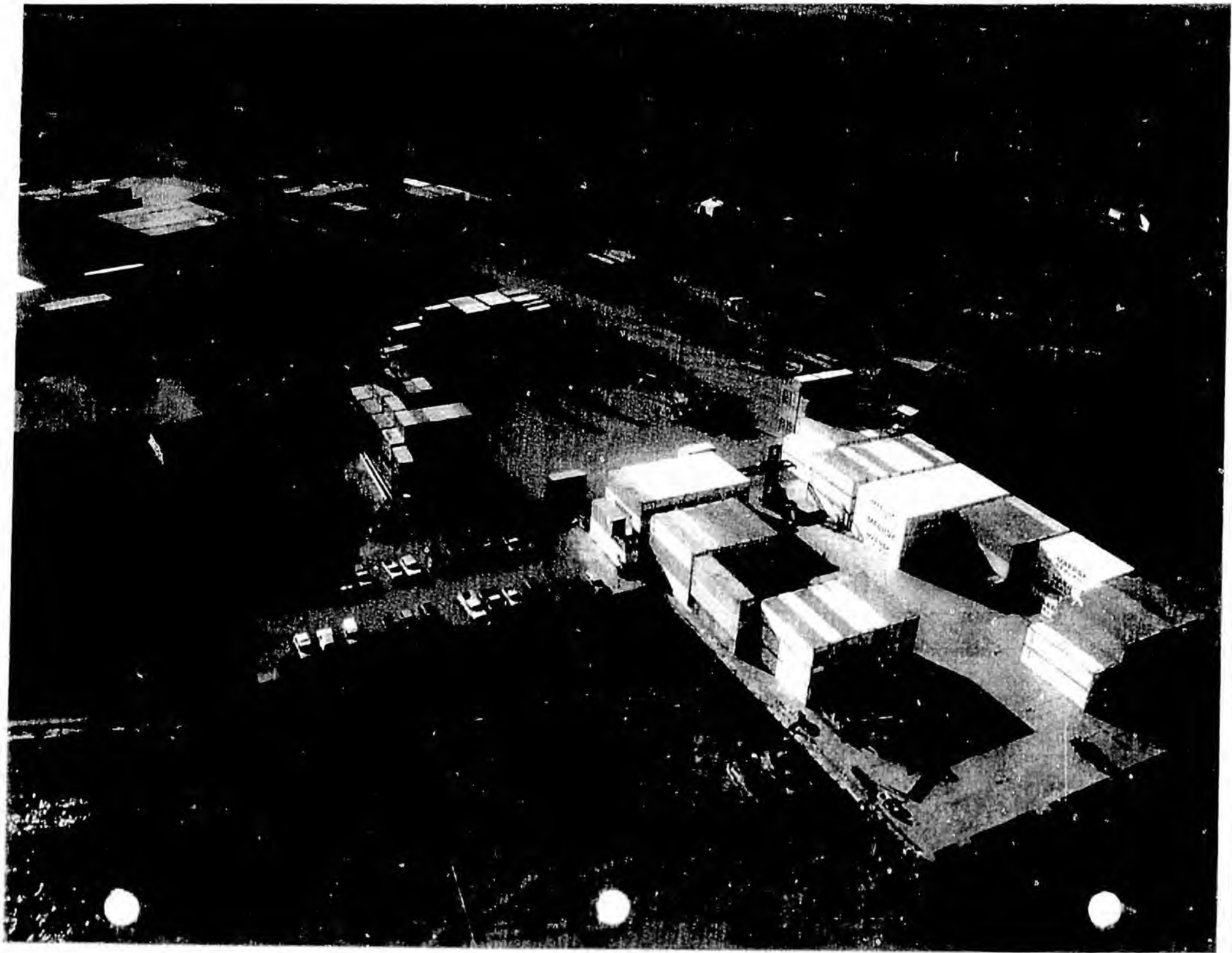
- ❖ Over 300,000,000 pounds of cargo
- ❖ 112,000,000 pounds of exported fish
- ❖ Ships 1/3 of the total amount of canned salmon processed in the U.S.
- ❖ Servicing 21 southwestern communities
- ❖ Bringing fuel to 11 communities
- ❖ Ranks 8th in the U.S. for the dollar value of the commercial fishery
- ❖ Ranks 12th in the U.S. for the volume of fishery landings
- ❖ **The expansion will generate 300 additional jobs and over \$15 million in private investment**

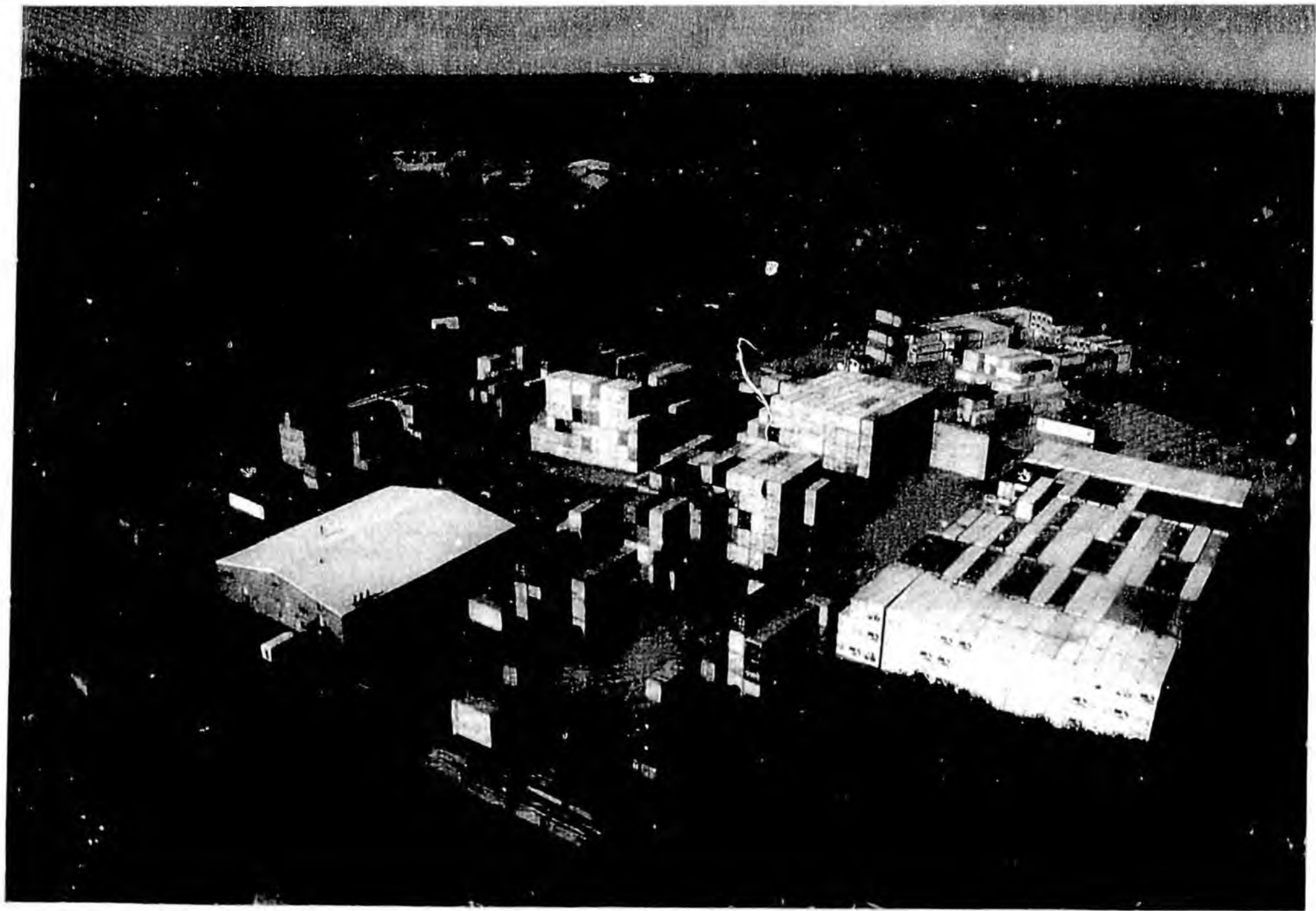


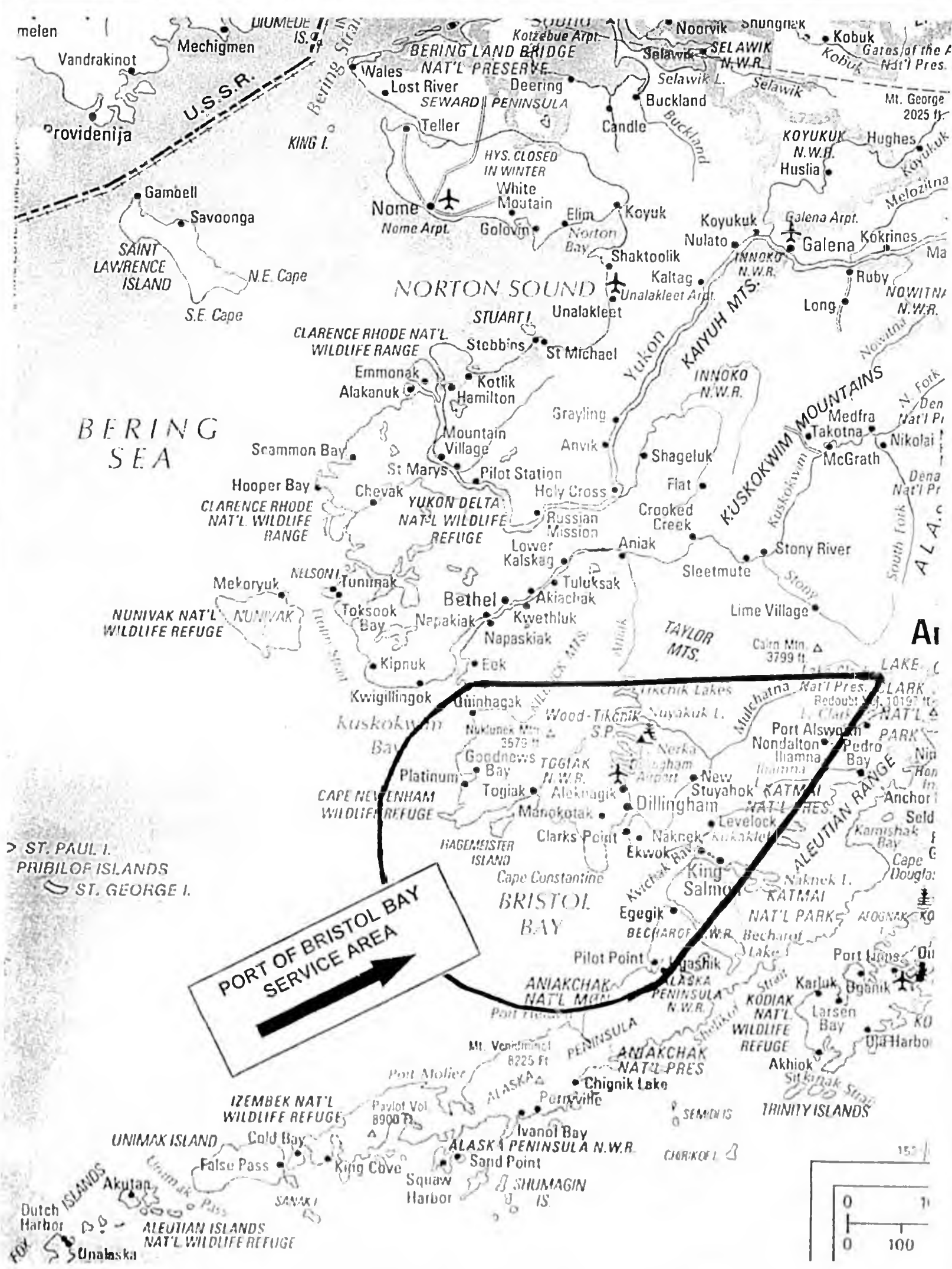
VICINITY MAP



Date Prepared E/6/07	Applicants Name: BRISTOL BAY BOROUGH
STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES DIVISION OF MINING, LAND AND WATER	
SITE PLAN	
Section 1 and 2, Township-17S, Range 47W, Mendocino-Seward	
Scale AS SHOWN	
SHEET 1 OF 1	

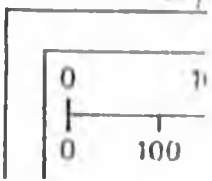






BERING SEA

PORT OF BRISTOL BAY SERVICE AREA



4/5/08

Testimony Offered to House Finance Committee
By Wayne R. Nicolls, CF
April 5, 2008

Mr. Chairman, members of the committee, good morning. My name is Wayne Nicolls. I am no longer employed, but I am a Certified Forester. I maintain my certification and association with the profession through the Society of American Foresters and other applicable educational opportunities.

I am here to support the Department of Natural Resources, Division of Forestry request for \$370,000 for reforestation. The funds will be used for 860 acres of site preparation and to plant 400,000 tree seedlings on over 1,150 acres. Most work will be in the Kenai, Mat-Su, Fairbanks, and Delta areas.

The last request for reforestation funds was in 1999 for \$200,000. Since then, the state has sold nearly 500 sales of almost 180 million board feet of timber on over 20,000 acres of land. These sales not only put timber into the market, but supported jobs in transportation, milling, planting, and the enterprises of 183 different purchasers. Hundreds of Alaskans heat their homes with state firewood.

Unlike the perception of most harvests, timber harvest begins active forest management, first by establishing new young tree stands through natural regeneration and tree planting. As those trees grow, aided by scientific cultural treatments by Division of Forestry professionals, the land upon which they grow will produce even more and better wood than was originally harvested. In the meantime, with proper management, wildlife habitat, particularly for moose and grouse is improved and maintained.

Sales are designed to encourage natural regeneration. Site preparation and seeding or planting, however, are often needed in lieu of or to supplement natural regeneration. On large logged areas involving well-equipped larger operators, reforestation is usually required in the sale contract. Requiring smaller operators to do reforestation is not feasible.

Prompt reforestation following harvest is important for it to be done economically and effectively before competing grasses and brush species become established. The Alaska Forest Practices Act, which ranks among the best such laws among forested states, requires reforestation within 7 years of harvest. If not done through the timber sale contracts, it must be done by the state.

I urge you to favorably consider the request for reforestation funds for a growing investment on state forestland.

Thank you.