

SCOMM

10:25

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Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Address all
correspondence to:
LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

TO: Wally Richardson
FROM: Marjorie Gorsuch
DATE: 9/14/79
RE: Public Hearings

Wally,

Attached for your information is some material on the hearings. Please fill in the time and place for Hooper Bay when you get some information on that..

I am sending a copy to KYUK (Corey Flintoff) but you might want to get the information to him as it will take awhile for the mail to arrive.

I'll look forward to talking with you when you have some information.

Thank you for all your help.

Marjorie

Handwritten notes:
Wally Richardson
30th Nov



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Pouch V
State Capitol
Juneau, Alaska 99811

Sept. 18, 1979

Rep. Nels Anderson
Box 234
Dillingham, Alaska 99576

Dear Nels,

We are most pleased to know that you may be able to accompany the Local Government Study Committee to New Stuyahok for the public hearing to be held on Monday, October 1. We have been working closely with Adeheid Herman and she will inform you as soon as the place and time for the hearing in New Stuyahok has been confirmed.

The Dillingham hearing is scheduled for Sunday, Sept. 30 in the Youth Center at 1:30 P.M. The Committee will be discussing proposed legislation which would:

1. Divide the single unorganized borough into unorganized boroughs generally following Regional Educational Attendance Area boundaries, or combinations of two or more REAAs, but not extending beyond the boundaries of more than one Native regional corporation established under the Alaska Native Claims Settlement Act;
2. Authorize the election of not more than eleven (11) member unorganized borough assemblies, defining the powers and duties of these assemblies; review, comment and recommendations in a clearing-house approach to proposed State projects and services under the State's fiscal procedures and facilities procurement acts;
3. Authorize assemblies of unorganized boroughs to initiate a process by which a charter for a home rule borough may be prepared;
4. Name the Department of Community and Regional Affairs as the State agency responsible for lending assistance to unorganized borough assemblies;

5. Retain intact the powers and responsibilities of existing REAA school boards for management of school functions, of coastal service area boards in the preparation of plans for the resources of the State's coastal zone, and of existing cities of the unorganized borough.

The above outlined proposal follows one of several distinct legislative approaches developed at the Local Government Symposium held in Anchorage (Aug. 4/5, 1979). A list of the participants of the Symposium is enclosed.

We will be arriving in Dillingham via Charter from Bethel/Hooper Bay on September 30 and will leave for New Stoyahok at 10:00 A.M. on Yutt Air Alaska on Oct. 1. We look forward to seeing you on our arrival in Dillingham.

Yours truly,

Marjorie Gorsuch
A.A.
Local Government Study



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LOCAL GOVERNMENT STUDY

PUBLIC HEARINGS ITINERARY

Bethel	Friday, September 28
Hooper Bay	Saturday, September 29
Dillingham	Sunday, September 30
New Stuyahok	Monday, October 1
Kotzebue	Thursday, October 11
Noorvik	Friday, October 12
Fort Yukon	Thursday, October 18
Venetie	Friday, October 19
Glennallen	Saturday, October 27



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9/27/79

LATEST ITINERARY - BETHEL/HOOPER BAY/DILLINGHAM/NEW STUYAHOK

Friday, September 28

Depart Anchorage 7:20 A.M. Wien, #27
Arrive in Bethel 8:35 A.M.
The group will be met by Nancy Kraning, Assistant City Manager of Bethel who will take the Committee on a tour of the city.
11:30 A.M. Lunch at the Kuskokwim Inn with Carl Jack of AVCP, Nancy Kraning, and Donald Elliott, Mayor.
2:00 P.M. Senator Sturgulewski and Rep. Parker will have an interview with Corey Flintoff of KYUK for a show to be aired at 5:55 P.M.
Late afternoon - The Committee will meet together to review the proposed action proposals. (Time and place to be decided upon by the group)
7:00 P.M. Public Hearing at the Kuskokwim Community College.
Accommodations in Kuskokwim Inn.

Saturday, September 29

10:00 A.M. Charter on SEA Air to Hooper Bay
The public hearing time was to be set by Richard Nanuk, Mayor of Hooper Bay.
Accommodations in the school.

Sunday, September 30

10:00 A.M. Charter SEA Air to Dillingham
Public HEaring 1:30 P.M. Youth Center
Dinner with Rep. and Mrs. Nels Anderson, David Carlson, Mayor, and Laura Schroeder, City Manager.
Accommodations at Dillingham Hotel

Monday, October 1

2:30 P.M. Charter Yutt Air to New Stuyahok
6:00 P.M. Public Hearing
Multipurpose Room/ School
Accommodations in School

Tuesday, October 2

10:00 A.M. Charter Yutt Air to Dillingham
2:25 P.M. Wien Flight #5 to Anchorage
3:30 P.M. Arrive in Anchorage



Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Nov. 19, 1979

Subject
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correspondence to:
LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

Mr. Carl Jack, Executive Director
Alaska Village Council Presidents
P.O. Box 236
Bethel, Alaska 99559

Dear Mr. Jack,

In reviewing the tapes of the public hearing held in Bethel on Sept. 28 on the subject of regional government in the unorganized borough, we noted your mention of a resolution passed by AVCP in support of a study to explore the feasibility of borough government in your area. We would appreciate having a copy of that resolution for our files.

Your testimony at the hearing was a significant statement of AVCP's position and added substantially to our knowledge of what the people in your region are thinking in regard to regional government.

We will look forward to receiving a copy of the position paper.

Yours truly,

A handwritten signature in cursive script that reads "Marjorie Gorsuch".

Marjorie Gorsuch
Administrative Assistant



Official Business

Alaska State Legislature

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Pouch V
State Capitol
Juneau, Alaska 99811

September 17, 1979

*This form letter sent
to all on attached
mailing list.*

Mr. Carl Jack, President
Association of Village Council
Presidents
P.O. Box 219
Bethel, Alaska 99559

Dear Mr. Jack: *Paul*

The Local Government Study Committee will be holding a public hearing in Bethel on Friday, September 28 on the subject of creation of regional governmental units in the unorganized borough. The hearing will be held at the Kuskokwim Community College at 7 p.m.

The Committee will be discussing proposed legislation which would:

1. Divide the single unorganized borough into unorganized boroughs generally following Regional Educational Attendance Area boundaries, or combinations of two or more REAAs, but not extending beyond the boundaries of more than one Native regional corporation established under the Alaska Native Claims Settlement Act;
2. Authorize the election of not more than eleven (11) member unorganized borough assemblies, defining the powers and duties of these assemblies: review, comment and recommendations in a clearinghouse approach to proposed State projects and services under the States fiscal procedures and facilities procurement acts;
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4. Name the Department of Community and Regional Affairs as the State agency responsible for lending assistance to unorganized borough assemblies;
5. Retain intact the powers and responsibilities of existing REAA school boards for management of school functions, of coastal service area boards in the preparation of plans for the resources of the State's coastal zone, and of existing cities of the unorganized borough.

Mr. Carl Jack

-2-

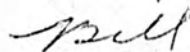
September 17, 1979

We are eager to receive your comments on this proposal and hope that you will be able to attend the public hearing.

Sincerely,



Senator Arliss Sturgulewski
Co-Chairman



Representative Bill Parker
Co-Chairman

Mr. Carl Jack, President
Assoc. of Village Council Pres.
P.O. Box 219
Bethel, Alaska 99559

Mr. Jay Livey
City Planning Commission
P.O. Box 388
Bethel, Alaska 99559

The Honorable Donald EIT
Mayor
P.O. Box 388
Bethel, Alaska 99559

Mr. John Angaiak, Mnpwr. Dir.
Administrative Personnel
Yupiktak Bista Manpower
P.O. Box 848
Bethel, Alaska 99559

Mr. Bob Carpenter
City Planning Commission
P.O. Box 388
Bethel, Alaska 99559

Mr. Owen Lewis, Manager
Calista Corporation
P.O. Box 408
Bethel, Alaska 99559

Ms. Rosemary Porter
City Planning Commission
P.O. Box 388
Bethel, Alaska 99559

Mr. Oscar Kawagley, President
Calista Corporation
516 Denali Street
Anchorage, Alaska 99501

Mr. Pat Harrington
City Planning Commission
P.O. Box 388
Bethel, Alaska 99559

Ms. Mary Pavil, Ex. Director
Administrative Personnel
Yukon-Kuskokwim Health Corp.
P.O. Box 528
Bethel, Alaska 99559

Ms. Virginia Burrego
City Planning Commission
P.O. Box 388
Bethel, Alaska 99559

Mr. Anthony Vaska
Administrative Personnel
Nunam Kitlutsisti: Protectors
of the Land
P.O. Box 267
Bethel, Alaska 99559

The Honorable Edward Hoffman, Sr.
City Council Member
P.O. Box 388
Bethel, Alaska 99559

Mr. Harold Sparck, Director
Administrative Personnel
Nunam Kitlutsisti: Protectors
of the Land
P.O. Box 267
Bethel, Alaska 99559

The Honorable Diane Carpenter
City Council Member
P.O. Box 388
Bethel, Alaska 99559

The Honorable Bob Hoffman
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P.O. Box 267
Bethel, Alaska 99559

The Honorable Peter Twitchell
City Council Member
P.O. Box 388
Bethel, Alaska 99559

Ms. Nancy Kraning
Assistant City Manager
P.O. Box 388
Bethel, Alaska 99559

The Honorable Mary Gregory
City Council Member
P.O. Box 388
Bethel, Alaska 99559

The Honorable Lyman Hoffman
City Manager
P.O. Box 388
Bethel, Alaska 99559

The Honorable Louise Charles
City Council Member
P.O. Box 388
Bethel, Alaska 99559



Alaska State Legislature

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COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
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2:30 P.M. Charter Yutt Air to New Stuyahok

6:00 P.M. Public Hearing

Multipurpose Room/ School

Accommodations in School

Tuesday, October 2

10:00 A.M. Charter Yutt Air to Dillingham

2:25 P.M. Wien Flight #5 to Anchorage

3:30 P.M. Arrive in Anchorage

JA01 0004 11.45 JA01 0006 11.45 09/21/79

TO WALLY IN BETHEL
FROM DEBI IN JNU
FOR MARGE GORSUCH

WALLY,

I FINALLY GOT THROUGH TO HOOPER BAY. I USED THE NUMBER 758-4311 I WAS TOLD BY MYRON MANNING OF AVCP THAT THAT WAS THEWORKING NUMBER. THE ONE I HD IS NO LONGER FUNCTIONING.

I TALKED WITH THE ADMINISTRATOR, ADGNEB HOELSCHER AND THEY HAD RECXEIVED YOUR NOTICE OF THE MEETING AND ARE PREPARED FOR US TO STAY THERE AT THE SCHOOL. SHE SAID THAT RICHARD NANUK HAS NOT YET SET A PLACE AND TIME FOR THE MEEETING BUT I TRUST THEY WILL NOTIFY PEOPLE WHEN THEY DECIDE.

SO, WE WILL LEAVE ALL OUR PLANS AS ORGINALLY SET AND WILL PLAN ON SEEING YOU ON THE MORNING OF SEPT. 28. YOUR ANNOUNCEMENT LOOKS FINE AND ARLISS AND BILL WILL WANT TO BE DOING THE TUNDRA VIEW TV PROGRAM AS PLANNED.

MARGE IS LOOKING FORWARD TO SEEING YOU, I EXPECT YOU TO GIVE HER A GOOD GAME OF 99. SAY HI TO SWEET-'UMS FOR ME

DEBI \

Received from Wally 9/20/79

The JOINT SENATE AND HOUSE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE ON LOCAL GOVERNMENT WILL BE HOLDING A LOCAL GOVERNMENT STUDY, IN BETHEL SEPT. @28th. THEY WILL BE DISCUSSING PROPOSED LEGISLATION WHICH WOULD DIVIDE THE SINGLE UNORGANIZED BOROUGH INTO UNORGANIZED BOROUGHS GENERALLY FOLLOWING REAA BOUNDARIES.

2. AUTHORIZE THE ELECTION OF NOT MORE THAT ELEVEN MEMBERS UNORGANIZED BOROUGH ASSEMBLIES, DEFINING THE POWERS, DUTIES ETC.

3. AUTHORIZE ASSEMBLIES OF UNORGANIZED BOROUGHST TO INITIATE A PROCESS BY WHICH A CHARTER FOR A HOME RULE BOROUGH MAY BE PREPARED.

4. NAME THE ~~COM~~ DEPARTMENT OF COMMUNITY AND REGIONAL AFFAIRS AS THE STATE AGENCY RESPONSIBLE FOR LENDING ASSISTANCE TO UNORGANIZED BOROUGH ASSEMBLIES

AND 5TH RETAIN INTACT THE POWERS AND RESPONSIBILITIES OF EXISTING REAA SCHOOL BOARDS FOR MANAGEMENT OF SCHOOL FUNCTIONS, OF COASTAL SERVICE AREA BOARDS IN THE PREPARATION OF PLANS FOR THE RESOURCES OF THE STATE'S COASTAL ZONE, AND OF EXISTING CITIES OF THE UNORGANIZED BOROUGH.

Does she want me to change the meeting time for sure - what about the Tundra view TV program we scheduled for her?

September 14, 1979

Corey Flintoff
KYUR
Bethel, Alaska

Dear Mr. Flintoff,

I received via the Legislative Information Office in Bethel notice of your interest in interviewing Senator Arlis Sturgulewski and Representative Bill Parker in conjunction with the public hearing the Local Government Study Committee is planning in Bethel on Sept. 28. They would be pleased to talk with you any time it is convenient as we will be arriving in Bethel on Wien's Flight #27 arriving at 8:35 A.M. on Sept. 28.

The public hearing is scheduled for 7:00 P.M. at the Kuskokwim Community College so it would seem that having the interview at 5:55 would be perfect. Also, it might be helpful if it could be translated into Yupik.

We would appreciate any advance publicity you could do and will forward additional information next week. We will look forward to seeing you on the 28th.

Yours truly,

Marjorie Gorsuch
Administrative Assistant
Local Government Committee

September 14, 1979

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FROM: Marjorie Gorsuch
DATE: 9/14/79
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I'll look forward to talking with you when you have some information.

Thank you for all your help.

Marjorie

Bullet - Hooper Bay -

James B. [unclear]

J.B. [unclear] -

21st 10 AM -

20th 10:00



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Yours truly,

Marjorie Gorsuch
A.A.
Local Government Study

LA32 1398 12.19 JA01 0008 12.19 09/05/79

TO MARLENE
FOR MARGE GORSUCH
FROM DEBI IN BETHEL

MARLENE,
PLEASE PASS THIS INFORMATION ON TO MARGE GORSUCH WITH THE COMM. AND REG.
AFFAIRS COMM.. MARGE, I HAVE REQUESTED THE KUSKOKWIM COMMUNITY COLLEGE
FOR YOUR MEETING. I REQUESTED IT THROUGH FRAN RICH OF STUDENT SERVICES.
HE SAID HE WOULD CONFIRM IT THROUGH WALLY BUT SAW NO PROBLEM. I SET IT
FOR 7PM AS HE SAID THAT WOULD BE THE BEST TIME FOR TURN OUT.

COREY FLINTOFF OR KYUK IS VERY EXCITED ABOUT A 5 MINUTE INTERVIEW WITH
A SPOKESMAN FROM BOTH COMMITTEES. HE WOULD LIKE AN AGENDA AS SOON AS POSSIBLE
AND VOLUNTERED TO DO SOME ADVANCE PUBLICITY. I TOLD HIM THAT I THOUGHT
THAT PROBABLY BOTH CHAIRMEN WOULD BE HONORED TO SPEAK WITH HIM. THE INTERVIEW
WILL BE SHOWN AT 5:55 IN ENGLISH, AND IF THEY GET IT TRANSLATED INTO YUPIK,
IT WOULD BE SHOWN AT 5:25. IT SEEMS LIKE THE PERFECT TIME FOR GENERATING LAST
MINUTE INTEREST IN YOUR MEETING.

I SPOKE WITH PEOPLE DOWN HERE AND NO ONE SAW A NEED FOR A TRANSLATOR. IT DOESNT
SEEM THAT THEY EVEN CONSIDER IT THAT MUCH OF A COURTESY. ALTHOUGH THE PERSON
I SPOKE TO ASKED IF YOU WOULD HAVE MONEY TO PAY THE TRANSLATOR. IF YOU DID
YOU SHOULD NOTIFY CITY COUNCIL OF THAT FACT. I DONT KNOW WHAT THE GOING
RATE IS.

WILL LET YOU KNOW MORE ABOUT HOOPER BAY AS I FIND OUT. PLEASE DO SEND THE
AGENDA AS SOON AS POSSIBLE, EVEN IF IT IS ONLY TENTATIVE, AS THAT WAS EVERYONES
FIRST QUESTION.

LET ME KNOW IF ANY OF THE ABOVE ARRANGEMENTS ARE UNACCEPTABLE SO I CAN CHANGE
THEM
DEBI
EOM

LA32 1618 13.00 JA01 0011 13.00 09/05/79

TO MARLENE IN JNU
FROM DEBI IN BETHEL

MARLENE,
A BIT OF ADDED INFORMATION TO MARGE GORSUCH
THEY DO HAVE A C&RA OFFICE HERE IN BETHEL. I UNDERSTAND THE HEAD HONCHOS
NOME IS SHARON REICH. HER PHONE # IS 543-2885. I DON'T KNOW HOW INTERESTED
MARGE WILL BE IN THIS.

PUBLIC HEARINGS

9/4/79 Status re Planning

BETHEL -- Friday, Sept. 28

HOOPER BAY -- Sat., Sept. 29

DILLINGHAM -- Sun., Sept. 30

NEW STUYAHOK -- Monday, Oct. 1

"Wally" (Ruth) Richardson-Leg. Info Office

BETHEL

Lower Kuskokwim REAA (REAA 4) *6-6/81 Elections*

Calista

Yukon/Kuskokwim Delta Coastal Resource Service Area (REAA 3 & 4)
6-6/81 Elections - Sept. 11 Get list of Bd. members

AVCP

KEY PEOPLE

- Carl Jack, AVCP
- Senator George Homan
- Donald Elliott, Mayor
- Lyman Hoffman
- Nancy Kraning, Ass't.
- Eddie Hoffman, Chief (Council Member)*
- Rayfield Mirrand - Native Corp. (Pres. United Utilities)

- Tony Vaska (PhD), Anthropologist, Native*
- Bobby Clark, Ex Director, Health Corp.*
- Oscar Kogale*
- Nelson Agnesok - Calista*

- Rep. Philip Huey*
- William Frederick Kuskokwim Native Assn. (V. Oneid Kuskokwim
Mgmt. Corp.) upper Kuskokwim a problem area (Lander)*
- Leslie Anderson*

THE JOINT SENATE AND HOUSE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
ON LOCAL GOVERNMENT WILL BE HOLDING A LOCAL GOVERNMENT STUDY, IN BETHEL
SEPT. 28th. THEY WILL BE DISCUSSING PROPOSED LEGISLATION WHICH WOULD
DURING THE SINGLE UNORGANIZED BOROUGH INTO UNORGANIZED BOROUGH

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JA01 0004 11.45 JA01 0006 11.45 09/21/79

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Yours truly,

Marjorie Gorsuch
Administrative Assistant
Local Government Committee



Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Address all
correspondence to:
LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

TO: Wally Richardson
FROM: Marjorie Gorsuch
DATE: 9/14/79
RE: Public Hearings

Wally,

Attached for your information is some material on the hearings. Please fill in the time and place for Hooper Bay when you get some information on that..

I am sending a copy to KYUK (Corey Flintoff) but you might want to get the information to him as it will take awhile for the mail to arrive.

I'll look forward to talking with you when you have some information.

Thank you for all your help.

Marjorie



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Pouch V
State Capitol
Juneau, Alaska 99811

TO: Debi Smith (Bethel Leg. Information Office)
FROM: Marjorie Gorsuch, A.A. Local Government Study-
DATE: 9/5/79
RE: Public Hearings in Bethel and Dillingham

Debi,

MANY THANKS FOR THE CONTACTS. ALL OF YOUR ARRANGEMENTS ARE FINE. THIS IS OUR TENTATIVE AGENDA FOR THE BETHEL/DILLINGHAM TRIP AND ALSO FOR OUR OTHERS FOR YOUR OWN INFORMATION.

BETHEL

- Sept. 28 - Depart Anchorage 7:20 A.M. Wien
- Arrive Wien 8:35 A.M. in Bethel
Public Hearing 7:00 P.M.
Kuskokwim Community College
- Sept. 29 - Charter to Hooper Bay
Public Hearing
- Sept. 30 - Charter from Hooper Bay to Dillingham
or return to Bethel and fly to Dillingham
Public Hearing
- Oct. 1 - Charter to New Stuyahok
Public Hearing
- Oct. 2 - Charter back to Dillingham
Wien Flight #5 2:25 from Dillingham to Anchorage
Arrive Anchorage 3:30 P.M.

We would welcome your comments on hotel availability in both Bethel and Dillingham. Will probably use sleeping bags in schools in the villages)

(Would welcome your comments on the best way to do this. I can't give you the number of people travelling but I doubt it would be more than 10)

Oct. 11 - Kotzebue

Oct. 12 - Noorvik

Oct. 18 - Fort Yukon

Oct. 19 - Venetie

Oct. 27 - Glenallen



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Pouch V
State Capitol
Juneau, Alaska 99811

Sept. 14, 1979

The Local Government Study Committee will hold a PUBLIC HEARING on the subject of creation of regional governmental units in the unorganized borough in

BETHEL
Friday, September 28
Kuskokwim Community College 7:00 P.M.

The Committee will be discussing proposed legislation which would:

- (1) Divide the single unorganized borough into unorganized boroughs generally following Regional Educational Attendance Area boundaries, or combinations of two or more REAAs, but not extending beyond the boundaries of more than one Native regional corporation established under the Alaska Native Claims Settlement Act;
- (2) Authorize the election of not more than eleven (11) member unorganized borough assemblies, defining the powers and duties of these assemblies; review, comment and recommendations in a clearinghouse approach to proposed state projects and services under the states fiscal procedures and facilities procurement acts;
- (3) Authorize assemblies of unorganized boroughs to initiate a process by which a charter for a home rule borough may be prepared;
- (4) Name the Department of Community and Regional Affairs as the state agency responsible for lending assistance to unorganized borough assemblies;
- (5) Retain intact the powers and responsibilities of existing REAA school boards for management of school functions, of coastal service area boards in the preparation of plans for the resources of the state's coastal zone, and of existing cities of the unorganized borough.

Members of the Committee are:

Senator Arliss Sturgulewski, Co-Chairman
Representative Bill Parker, Co-Chairman
Senator Tim Kelly
Senator Bob Mulcahy
Senator Pat Rodey
Senator Terry Stimson

Representative Pat Carney
Representative Margaret Branson
Representative Ray Metcalfe
Representative Pat O'Connell
Representative Charlie Parr
Representative Fred Zharoff

PUBLIC HEARINGS

PROPOSED ITINERARY

Holzner - Prinson - want attend but will attend all else
Zhuoff - Menallen only
Utah Corp. - Resubmission Coast Mgmt. Corp.
James
Don Elliott, Major
Planning Com.
Raymond Hoffmann, Asst. Chief
Monny Kranning, Chief
Eddie Hoffmann, Chief
(Bill) "Grady" Richardson - Leg. Serv. Office
Teleconference - Libbert Smith

3+4 Yukon/Alaska Coastal Planning Area
Calista
Some Resubmission REAA #1
Bristol Bay
Southwest REAA #6

Calista	Bethel	Fri.	Sept. 28	George Hornum
	Hooper Bay	Sat.	Sept. 29	Rayfield Merrand - Native Corp. Pres. United Athletes Richard Norvik
	Billingham	Sun.	Sept. 30	Don Nelson - Harney Samuelson, Corp. Laura Schneider - Billingham TV Guide - send info KDLG - Also reaches New Stuyahok Leg. Off Agency 942-5319 Anderson Cathie Helmert - Help & notify - Rank 9/9 TV Bully Clark, Ex. Director, Health Corp.
	New Stuyahok	Mon.	Oct. 1	

	Kotzebue	Thurs.	Oct. 11	Bob Knoll - Mounelch Assn - 442-8251 Mary Schaefer - Asst. 24 Leg (W) Jackie H. H. Leg. Info Office 442-3611 (W) Asst.
	Noorvik	Fri.	Oct. 12	Frank Ferguson - offed associated - Translators? Needed? Fuller Dennis Tippleman

Yukon Flats (EAA #13)	Fort Yukon	Thurs.	Oct. 18	Donna Catalona AETA 452-6541 Donna Ka Regional Office - Ft. Yukon Donna Solomon 662-2499 Bob 98 - Fort Yukon Sachitt 276-2770 City Mgr. 1 Teresa Peter - Ft. Y Nancy James Mgr. Ft. Yukon Profit Donna Solomon will accompany Matter John, Chief of Venetic Cathie John, Tribal Secor. Chief Paul Hillman - Tribal Priest Chief (in Arctic Village) (100 miles away -)
	Venetic	Fri.	Oct. 19	

	Glenallen	Sat.	Oct. 27	Christine Yagge - Actna Rel. (ex. Agency) Cooper Center - Tom Craig (non-profit)

NEEDED:

1. Lists of contact people in each area. "key people" (Ferguson)
2. Translators? Bethel/Kotzebue? Ask non-profit 'this
3. Transcripts of hearings (see C&RA's CZM proposal re use of these in their work)
4. Native schedule events for coordination purposes
5. Advance educational info for committee members
6. Usual aids for public hearings

*Invited Gary Pemball
 Contact Maurice Thompson -
 Roger Long

Radio phone
344-9811
RCA via Anch.

Walter Brown
Superintendent - Mt. Village
365-8001
Mountain Regional Resource Center
295-1308

Jon Heisley

LOCATION OF SCHOOLS AND SCHOOL DISTRICTS IN ALASKA - JULY 1, 1976

Charles Kingfield
Principal
Ernest Kington
328-8801
Homer Bay
H.J. Blakely

Clifford Miller
438-2311
St. Mary's
Homer Bay

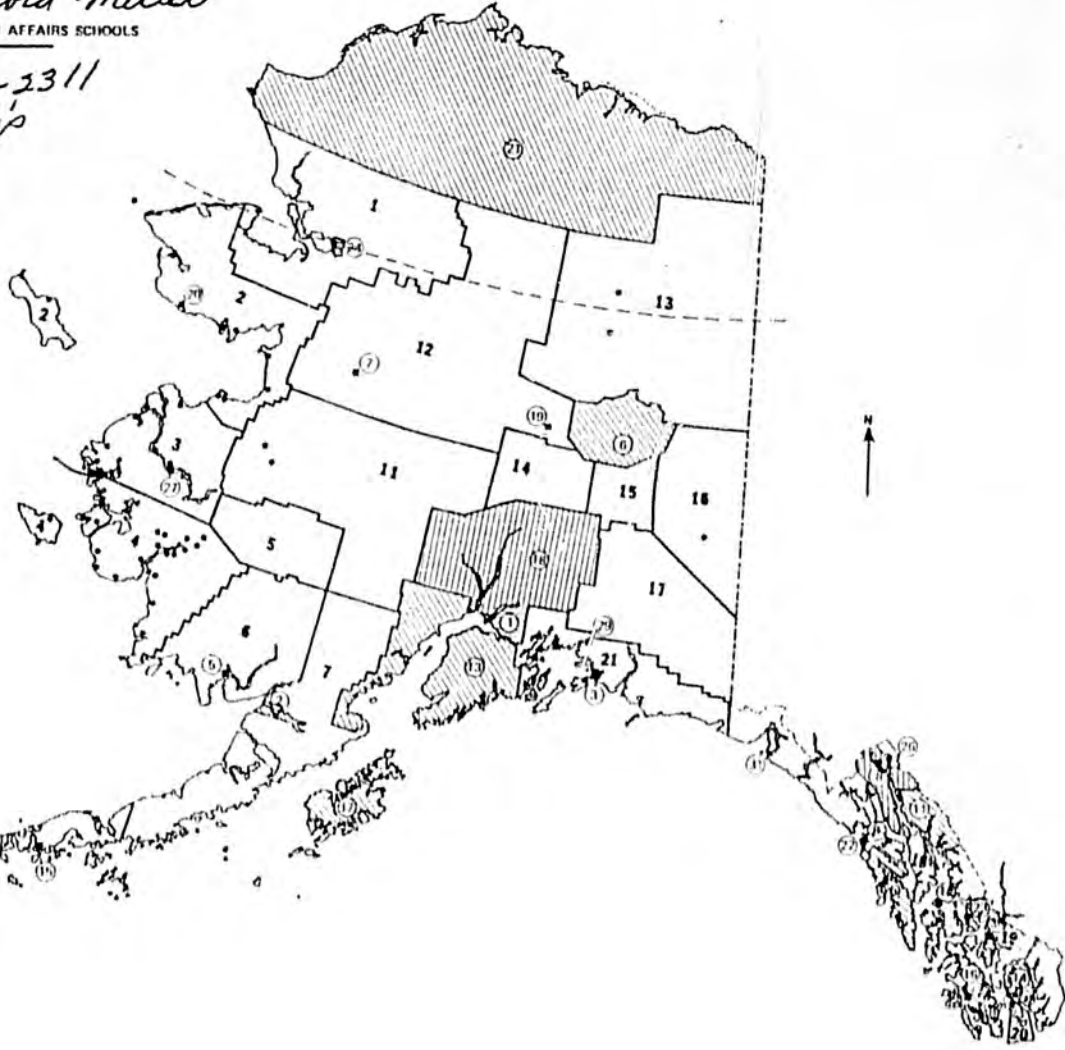
BOROUGH AND CITY SCHOOL DISTRICTS

- 1 ANCHORAGE BOROUGH SCHOOLS
- 2 BRISTOL BAY BOROUGH SCHOOLS
- 3 CORDOVA CITY SCHOOLS
- 4 CRAIG CITY SCHOOLS
- 5 DILLINGHAM CITY SCHOOLS
- 6 FAIRBANKS NORTH STAR BOROUGH SCHOOLS
- 7 GALENA CITY SCHOOLS
- 8 HAINES BOROUGH SCHOOLS
- 9 HOONAH PUBLIC SCHOOLS
- 10 HYDABURG CITY SCHOOLS
- 11 GREATER JUNEAU BOROUGH SCHOOLS
- 12 KAKE CITY SCHOOLS
- 13 KENAI PENINSULA BOROUGH SCHOOLS
- 14 KETCHIKAN GATEWAY BOROUGH SCHOOLS
- 15 KING COVE CITY SCHOOLS
- 16 KLUWICK CITY SCHOOLS
- 17 KODIAK ISLAND BOROUGH SCHOOLS
- 18 MATANUSKA-SUSTINA BOROUGH SCHOOLS
- 19 NENANA CITY SCHOOLS
- 20 NOME CITY SCHOOLS
- 21 NORTH SLOPE BOROUGH SCHOOLS
- 22 FELICAN CITY SCHOOLS
- 23 PETERSBURG CITY SCHOOLS
- 24 SELAWIK CITY SCHOOLS
- 25 GREATER SITKA BOROUGH SCHOOLS
- 26 SKAGWAY CITY SCHOOLS
- 27 ST. MARY'S PUBLIC SCHOOLS
- 28 UPRALASKA CITY SCHOOLS
- 29 VALDEZ CITY SCHOOLS
- 30 WHITTIER CITY SCHOOLS
- 31 YAKUTAT CITY SCHOOLS

REGIONAL EDUCATION ATTENDANCE AREA SCHOOLS AND ADMINISTRATION HEADQUARTERS LOCATION

- 1 NORTHWEST ARCTIC SCHOOLS KOTZEBUE
- 2 BERING STRAITS SCHOOLS NOME
- 3 LOWER YUKON SCHOOLS MOUNTAIN VILLAGE
- 4 LOWER KUSKOKWIM BETHEL
- 5 KUSPUK SCHOOLS ANIAK
- 6 SOUTHWEST REGION SCHOOLS DILLINGHAM
- 7 THE LAKE AND PENINSULA SCHOOLS NAKNEK
- 8 ALEUTIAN CHAIN COLD BAY
- 9 PRIBILOF SCHOOLS AT ST. PAUL ST. PAUL
- 10 ADAK REGION SCHOOLS ADAK NAVAL STATION BOX 34, TPO, SEATTLE WYTRA ALASKA
- 11 IDITAROD AREA SCHOOLS MCGRATH
- 12 YUKON-KOYUKUK NENANA
- 13 YUKON FLATS FORT YUKON
- 14 UPPER RAILBELT SCHOOLS CLEAR
- 15 DELTA/GREELY SCHOOLS DELTA JUNCTION
- 16 ALASKA GATEWAY SCHOOLS TOK
- 17 COPPER RIVER SCHOOLS GLENHALLEN
- 18 CHATHAM SCHOOLS ANGDON
- 19 SOUTHEAST ISLANDS KETCHIKAN
- 20 ANNETTE ISLAND SCHOOLS METLAKATLA
- 21 CHUGACH SCHOOLS WHITTIER

BUREAU OF INDIAN AFFAIRS SCHOOLS



from
School Finance in Alaska
Report No. 1
Center for Northern Educational Research
1976

- Nels Anderson
Box 234
Dillingham 99576

- John Fuller
Box 689
Nome 99762

- Phillip Guy
Kwethluk 99621

- Vernon Hurlbert
General Delivery
Sleetmute 99668

Pappy Moss
P.O. Box 182
Delta Junction, 99737

sk
2142-9234
- Leo Schaeffer
Box 291
Kotzebue 99752

no listing
274-7652
Frank Ferguson
Box 131
Kotzebue 99752

- George Hohman
Box 289
Bethel 99559

276-2770
John Sackett
Box 65
Galena 99741



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Pouch V
State Capitol
Juneau, Alaska 99811

TO : Wally Richardson
FROM: Marjorie Gorsuch
RE: Public Hearings
DATE: 9/18/79

Wally, this is the most current information we have.
Do I have the name of the Charter Airline right?
Is it the Bethel Hotel where the reservations are?
Any luck getting through to Hooper Bay? I tried to
call yesterday and was told there is no longer
telephone service through.

BETHEL - HOOPER BAY - DILLINGHAM - NEW STUYAHOK

Friday, September 28	Depart <u>Anchorage</u> 7:20 A.M. Wien, #27 Arrive 8:35 A.M. in <u>Bethel</u> Public Hearing 7:00 P.M. Kuskokwim Community College Accommodations at Bethel Hotel
Saturday, September 29	10:00 A.M. Charter FEA Air to <u>Hooper Bay</u> Public Hearing in Hooper Bay Accommodations in school
Sunday, September 30	10:00 A.M. Charter to <u>Dillingham</u> FEA Air Public Hearing 1:30 P.M. Youth Center Accommodations at Dillingham Hotel
Monday, October 1	10:00 A.M. Charter to <u>New Stuyahok</u> Yutt Air Public Hearing Multipurpose Room/School Accommodations in school
Tuesday, October 2	10:00 A.M. Charter to <u>Dillingham</u> Yutt Air 2:25 P.M. Wien Flight #5 to Anch. 3:30 P.M. Arrive in <u>Anchorage</u>

PLEASE SIGN - IF YOU WISH TO TESTIFY AT THIS HEARING

Bethel 9/22/79

NAME	MAILING ADDRESS	GROUP NAME OR ORGANIZATION IF REPRESENTING SUCH
x Corey Flintoff	KVUK	
Martin Wassche	P.O. Box 411	
Shirley Stewart	P.O. Box 1135 Bethel	self
NORMAN COHEN	RURAC CAP, Anch	RURAC CAP
Harold Souck	BOX 257 SCHEE NUNAM KITLUTSISTI	
Jesse Taylor	Queen Ingeat, etc	
x Carl Dahl	Bethel	AVCP
George Lewis	P.O. Box 368 Bethel	KCC
x Suzanne Hoffman	Box 388 Anch	City of Bethel
Harold S. Elliott	Box 68	Moose - Bethel
	Box 222	Ch. Bethel
DAN BOUETTE	Box 219 BETHEL	AVCP
JOHN ANGAIAK	Box 343	AVCP employment TRNG
John Carter	KCC Dorm	Student
Fred Amover	KCC Dorm	Student
Fred		ORA/Bethel
James Taylor	Box 267	N.K.
Don Loughlin	Box 801	AVCP
Ed Hoffman Jr	Box 126	AVCP
Terry Hoffmole	Box 318	Self
John Miller	Box 1295	Self
Rosie Porter	Box 868	Bethel, Ak 99559

Mapoleon
Bethel, Alaska

PLEASE SIGN - IF YOU WISH TO TESTIFY AT THIS HEARING

10/1/79 New Hampshire
York

NAME MAILING ADDRESS GROUP NAME OR ORGANIZATION IF REPRESENTING SUCH

Peter Andrew		
Nick Christopher		
Opalwa Andrew		
Pete Andrew		
Elena Dumlicky		
Banabara Wankula		
Morie Andrew		
Anna Andrew		
Anaska Kusma		
Wendy Hanson		
Nick Sawyer		
Mary Walcott		
Anaska Oyaluk		
Camelilo Andrew		
Amie Chockok		
Evan Chockok Sr.		
Wassill Andrew		
Wassily Simon		
Maasa Bembekpak		
Charlie Bembekpak		
Claudia Wilcox		
Jerry Arthur		

Principal - Ron? Sullivan?
not my
William Bembekpak master

PLEASE SIGN - IF YOU WISH TO TESTIFY AT THIS HEARING

10/1/79

New Stuyahok

NAME MAILING ADDRESS GROUP NAME OR ORGANIZATION IF REPRESENTING SUCH

Annie Woods	New Stuyahok	
Noah Powell	" "	
Natalia L Blunke	" "	
Ivan Blunke		
Gert Blunke		
Vako W. W. W.		
Stephan Blunke		
Vera Blunke	New Stuyahok	
Simon Chackov	" "	
Natalia Yukaluk	New Stuyahok	
Nancy Maskey	New Stuyahok	
John Humlichuk		
Harold Hanson	" "	
Peter Christophers	" "	
Mary M. M.	" "	
Evan Church	" "	
Wesley Gumblichuk	" "	
Steph. Enegok		
Erica Kama	" "	
Simon		
Wassili Humlichuk		
Wesley O. Galuk		

PLEASE SIGN - IF YOU WISH TO TESTIFY AT THIS HEARING

9/29/79

Hooper Bay

NAME

MAILING ADDRESS

GROUP NAME OR ORGANIZATION
IF REPRESENTING SUCH

James Brown	PO Box 93	
Fred Rivers	Box 133	
Edna B. B.	194	
David Smith	Gen. Del.	
Dion Rivers	Box 135	
Maurice Mason	Box 114	
James Brown	Box 96	
Carl Smith	Box 183	
Damon, Wash	TS 197	
Joseph Lake Jr.	Box 135	
John Smith	Box 177	
Joseph Smart	Box 36	
John A. Frank	Box 83	
Patricia Smith	Gen. Del.	
James Mason	Box 103	
Charles Smith	Gen. Del. H/B	
Tommy Simon	Gen. Del.	
Linda Night	Box 104	
Gloria Lake		
Robert Kaiser	Gen. Del.	
Paul Lake		
James Mason	Box 204	

Buster Smith Box 178

OK per phone
 7/19 - new super.
 will contact us if
 there is a change
 in Order + Notice.

LOWER KUSKOKWIM REGIONAL ATTENDANCE AREA #4
 Box 305
 Bethel, Alaska 99559
 Phone: 543-2677

Superintendent: ~~B. A. Weinberg~~ Carl Petersen

End of Term	Seat	School Board Member	Date Elected	No. of Votes	Term
(1979)	A	Paul T. Albert Tununak, AK 99681	11/15/77	517	2 years
1981	B	Paul R. Kiunya, Sr. Kipnuk, AK 99614	10/3/78	1331	3 years
1980	C	Paul Guy Napaskiak, AK 99559	10/4/77	1077	3 years
1981	X D	Antone K. Anvil Box 501 Bethel, AK 99559	10/3/78	596	3 years
1980	X E	Mijo Rich Box 649 Bethel, AK 99559	10/4/77	1024	3 years
(1979)	X F	Johnny T. Hawk Box 42 Bethel, AK 99559	6/13/78	755	1 year, 4 months
(1979)	X G	Nora Guinn Box 160 Bethel, AK 99559	10/3/78	1423	1 years
	H	Richard Long General Delivery Kwethluk, AK 99621	10/3/78	63	3 years
	I	Fritz Beebe, Sr. Eek, AK 99578	10/4/77	1032	3 years

6

- Seat A Stanley Active, Sr. Box 81
Togiak, Ak
99678
- Seat B Keeja Moxie
Box 47
Aleknagik, Ak 99555
- Seat C Andrew T. Franklin
P.O. Box 58
Togiak, Ak 99678
- Seat D Daniel K Offt
Box 1001
Aleknagik, Ak 99555
- Seat E Greg Moxie
Ken Del
New Stuyahok, AK 99636
- Seat F Joe Hiratsuka
~~Box 10053~~ EKuk via
Oillingham, Ak 99576
- Seat G Robert J. Clark
Box 14
Clark's Point, Ak 99569

C O N T R A C T F O R S E R V I C E S

C O M P R E H E N S I V E P L A N N I N G A S S I S T A N C E P R O J E C T

B E T W E E N

D I V I S I O N O F C O M M U N I T Y P L A N N I N G

D E P A R T M E N T O F C O M M U N I T Y A N D R E G I O N A L A F F A I R S

A N D

T H E C I T Y O F B E T H E L

March 1, 1979

APPENDIX A
SCOPE OF SERVICES

Introduction

Bethel is located in the lower Kuskokwim River delta, nearly 400 air miles west of Anchorage. Roads do not connect any of the numerous villages in the region. The surrounding communities consist primarily of Yupik Eskimo relying heavily on subsistence activities for their livelihood.

Bethel itself was traditionally a subsistence community and small trading post, but because of its central regional location and proximity to the upper limit of navigation for ocean-going vessels on the Kuskokwim River, the community has evolved into a center for regional trade and governmental services. Rapid growth in government and commercial activities is leading to accelerated construction, and rapid change in the culture, character and composition of the community.

Bethel's recent growth rate has been steadily increasing. According to state revenue sharing figures, Bethel showed a population increase in excess of 300 people between 1976 and 1977, a growth rate of about 11%. Indications are that this year's growth has been at least that rate.

Rural conditions provide special challenges to physical development. Permafrost, river erosion, lack of local materials, and engineering design constraints lead to cost and logistics problems. Social effects of rapid cultural change also need to be considered. The Alaska Native Claims Settlement Act has significantly affected land tenure. Lack of an accurate and complete data base and a stated set of community development policies has made effective local control of activities impacting Bethel difficult and fragmented.

As Bethel and the surrounding region continue to develop, Bethel's position as a regional center will be reinforced, which in turn will provide an impetus of its own for Bethel's growth. The potential of future economic activities of sizeable proportions and external origin (e.g., OCS development, bottomfisheries) may have even more of an impact on Bethel than recent growth.

City residents and officials have long recognized Bethel's predominant role in the region and the need for addressing and managing in a rational manner the varied effects of the City's growth. Bethel faces a variety of constraints and considerations with respect to growth and development. Suitable sites for development, land availability, river bank erosion, inadequate housing and unemployment are a few of the considerations that need to be addressed in Bethel.

The comprehensive development plan, presented here in work program form, is to address these issues, identify the goals and objectives as expressed by Bethel residents and develop a coherent set of policies and management techniques for guiding the future development of Bethel. The plan will provide a framework within which development decisions will be made by Bethel, its inhabitants, and public and private entities operating in

and near Bethel.

The tasks to be accomplished are listed in the following outline:

I. Identify Local Goals and Objectives:

These are to be collected and prepared in a manner and format which will relate directly to policies prepared at the end of the project. The goals and objectives should be as concrete as possible so that they can be distributed to city, state and federal officials as useful and effective statements of desired future conditions in Bethel. They should be written as action guides.

The goals and objectives of the residents of Bethel should be expressed, at a minimum, for the following elements of the comprehensive plan:

- A. Economic Development
- B. Population Growth and Distribution
- C. Land Use and Availability
- D. Housing
- E. Transportation and Communications
- F. Capital Improvements and Utilities
- G. Social Services and Issues
- H. Culture, Heritage and Lifestyle
- I. Local Government
- J. Education
- K. Recreation
- L. Natural Hazards

II. Inventory

A. Physical Environment

Basic to the preparation of a community development plan is the identification, collection and display of physical data necessary for meaningful plan preparation. Therefore, the following information, at a minimum, shall be collected:

- 1. Water quality, quantity and location (surface and ground)
- 2. Soils and Permafrost
- 3. Floodplains (100-year)
- 4. Weather including microclimates
- 5. Mineral deposits including gravel
- 6. Topography and drainage patterns
- 7. Erosion and other natural hazards
- 8. Vegetation
- 9. Fish and wildlife habitats and migration routes
- 10. Geology

B. Socioeconomic Environment

In addition, current socioeconomic information is necessary to establish existing community characteristics and provide a basis for reasonable projections. At a minimum, the following information shall be collected:

PLEASE SIGN - IF YOU WISH TO TESTIFY AT THIS HEARING

Bethel 9/28/79

NAME	MAILING ADDRESS	GROUP NAME OR ORGANIZATION IF REPRESENTING SUCH
x Corey Flintoff	KYUK	
Martha Wasselle	P.O. Box 41	
John E. Pleasant	P.O. Box 1135 Bethel	self
NORMAN COHEN	RURAC CAP, Anch	RURAC CAP
Harold Sparck	BOX 267 BETHEL NUNAM KITLUTSISTI	
Jesse Foster	Quain hazell, akc	
x Carl Jahn	Bethel	AVCP
George Trow	P.O. Box 368 - Bethel	KCC
x Norman Hoffman	Box 388 mps.	City of Bethel
Donald S. Elliott	Box 68	Mayor - Bethel
John Wiley	P.O. Box 250	City of Bethel
DANT BOYETTE	Box 219 BETHEL	AVCP
JOHN ANGAIAK	Box 848	AVCP employment TRNG
John Carter	KCC Dorm	student
Fred Anover	KCC Dorm	student
Fred		ORA/Bethel
Mr. Savage		
John J. ...	Box 267	M.K.
Don Laughlin	Box 801	AVCP
Ed Hoffman	Box 1106	AVCP
Tony ...	Box 318	self
John ...	Box 1295	self
Rosie Porter	Box 868	Bethel, Akc 99559

Mapoleon
Peta Asuluk

(over)

BETHEL

P.O. Box 388
Bethel, Alaska 99559

Second Class City

Phone: (907) 543-2097 or 543-2297

INCORPORATION DATE: August 1957
POPULATION: 3,608
REGULAR ELECTION: First Tuesday in October
SALES TAX: 3%
CITY COUNCIL MEETS: Second and Fourth Mondays of each month

MAYOR: Donald Elliott 1979

CITY COUNCIL MEMBERS

Louise Charles 1979
Mary Gregory 1979
Peter Twitchell 1980
Bob Hoffman 1980
Diane Carpenter 1980
Edward Hoffman, Sr. 1979

CITY PLANNING COMMISSION

Virginia Burrego 1980
Pat Harrington 1980
Rosemary Porter 1979
Bob Carpenter 1980
Jay Livey

CLERK.....Irene Williams
FINANCE DIRECTOR.....Ralph Engebret
CITY MANAGER.....Lyman Hoffman
ASSISTANT CITY MANAGER.....Nancy Kraning
ATTORNEY.....Dickson, Evans, Eshe & Papas
CHIEF OF POLICE.....Randall Cry
FIRE CHIEF.....John Sanchez
PLANNING DIRECTOR.....Jay Livey
PUBLIC WORKS DIRECTOR.....Gary Volkman
ALCOHOL TREATMENT CENTER DIRECTOR.....Bob Buttane
PARKS AND RECREATION DIRECTOR.....John Alder
SUPERINTENDENT OF SCHOOLS.....Al Weinburg



Official Business

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Address all
correspondence to:
LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

TO: Committee Members
FROM: Marjorie Gorsuch *mg*
DATE: Sept. 19, 1979
RE: Public Hearings

Enclosed is some additional background information on Villagelife and a Tundra Times article on the Local Government Symposium. "The Other Village" by Harold Sparck has been highly recommended for Committee reading by leaders in rural Alaska.

BETHEL - HOOPER BAY - DILLINGHAM - NEW STUYAHOK

Friday, September 28

Depart Anchorage 7:20 A.M. Wien, #27
Arrive 8:35 A.M. in Bethel
Public Hearing 7:00 P.M.
Kuskokwim Community College
Accommodations at Bethel Hotel

Saturday, September 29

10:00 A.M.
Charter FEA Air to Hooper Bay
Public Hearing in Hooper Bay
Accommodations in school

Sunday, September 30

10:00 A.M. Charter to Dillingham
FEA Air
Public Hearing 1:30 P.M.
Youth Center
Accommodations at Dillingham Hotel

Monday, October 1

10:00 A.M. Charter to New Stuyahok
Yutt Air
Public Hearing
Multipurpose Room/School
Accommodations in school

Tuesday, October 2

10:00 A.M. Charter to Dillingham
Yutt Air
2:25 P.M. Wien Flight #5 to Anch.
3:30 P.M. Arrive in Anchorage

Rep. Neil Anderson is planning to accompany the group from Dillingham to New Stoyahok.

Reservations have been made for those who are indicated on the attached sheet as "attending". These reservations will cover those portions of the trip from Anchorage and back to Anchorage. It is expected that you will make your own connecting arrangements and will bring a TR for the purchase of your ticket at the airport in Anchorage.

If there are any last minute cancellations, please notify staff immediately at 465-3712 or 586-1714 (home).

The main points to be discussed at the public hearing related to the creation of regional governmental units, unorganized boroughs, are listed below. Copies of the Symposium Report are currently being printed in Anchorage and will be made available prior to the public hearings.

The Committee will be discussing proposed legislation which would:

- (1) Divide the single unorganized borough into unorganized boroughs generally following Regional Educational Attendance Area boundaries, or combinations of two or more REAAs, but not extending beyond the boundaries of more than one Native regional corporation established under the Alaska Native Claims Settlement Act;
- (2) Authorize the election of not more than eleven (11) member unorganized borough assemblies, defining the powers and duties of these assemblies; review, comment and recommendations in a clearinghouse approach to proposed state projects and services under the states fiscal procedures and facilities procurement acts;
- (3) Authorize assemblies of unorganized boroughs to initiate a process by which a charter for a home rule borough may be prepared;
- (4) Name the Department of Community and Regional Affairs as the state agency responsible for lending assistance to unorganized borough assemblies;
- (5) Retain intact the powers and responsibilities of existing REAA school boards for management of school functions, of coastal service area boards in the preparation of plans for the resources of the state's coastal zone, and of existing cities of the unorganized borough.



Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Address all
correspondence to:
LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

TO: Debi Smith (Bethel Leg. Information Office)
FROM: Marjorie Gorsuch, A.A. Local Government Study-
DATE: 9/5/79
RE: Public Hearings in Bethel and Dillingham

Debi,

MANY THANKS FOR THE CONTACTS. ALL OF YOUR ARRANGEMENTS ARE FINE. THIS IS OUR TENTATIVE AGENDA FOR THE BETHEL/DILLINGHAM TRIP AND ALSO FOR OUR OTHERS FOR YOUR OWN INFORMATION.

BETHEL

- Sept. 28 - Depart Anchorage 7:20 A.M. Wien
- Arrive Wien 8:35 A.M. in Bethel
Public Hearing 7:00 P.M.
Kuskokwim Community College
- Sept. 29 - Charter to Hooper Bay
Public Hearing
- Sept. 30 - Charter from Hooper Bay to Dillingham
or return to Bethel and fly to Dillingham
Public Hearing
- Oct. 1 - Charter to New Stuyahok
Public Hearing
- Oct. 2 - Charter back to Dillingham
Wien Flight #5 2:25 from Dillingham to Anchorage
Arrive Anchorage 3:30 P.M.

(We would welcome your comments on hotel availability in both Bethel and Dillingham. Will probably use sleeping bags in schools in the villages)

(Would welcome your comments on the best way to do this. I can't give you the number of people travelling but I doubt it would be more than 10)

Oct. 11 - Kotzebue

Oct. 12 - Noorvik

Oct. 18 - Fort Yukon

Oct. 19 - Venetie

Oct. 27 - Glenallen

PUBLIC HEARINGS

9/4/79 Status re Planning

BETHEL -- Friday, Sept. 28

HOOPER BAY -- Sat., Sept. 29

DILLINGHAM -- Sun., Sept. 30

NEW STUYAHOK -- Monday, Oct. 1

"Wally" (Ruth) Richardson-Leg. Info Office

BETHEL

Lower Kuskokwim REAA (REAA 4) *6/5/81 Elections*

Calista

Yukon/Kuskokwim Delta Coastal Resource Service Area (REAA 3 & 4)
6-6/81 Elections - Sept. 11 Get list of Bd. members

AVCP

KEY PEOPLE

Carl Jack, AVCP

Senator George Homan

Donald Elliott, Mayor

Lyman Hoffman

Nancy Kraning, Ass't.

Eddie Hoffman, Chief (Council Member)*

Rayfield Mirrand - Native Corp. (Pres. United Utilities)

Tony Vaska (PhD, Anthropology, Native)

Bobby Clark, Ex. Director, Health Corp.

Jack Kogge

Melvin Auger - Calista

Rep. Philip King

*William Frederick Kuskokwim Native Assoc. (by Carl Kuskokwim
Mgmt. Corp.) upper Kuskokwim as problem area (Richard)*

Ed Simpson



Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
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Co-Chairmen

Senator Arliss Sturgulewski
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Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Address all
correspondence to:

LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

Sept. 14, 1979

The Local Government Study Committee will hold a PUBLIC HEARING on the subject of creation of regional governmental units in the unorganized borough in

BETHEL
Friday, September 28
Kuskokwim Community College 7:00 P.M.

The Committee will be discussing proposed legislation which would:

- (1) Divide the single unorganized borough into unorganized boroughs generally following Regional Educational Attendance Area boundaries, or combinations of two or more REAAs, but not extending beyond the boundaries of more than one Native regional corporation established under the Alaska Native Claims Settlement Act;
- (2) Authorize the election of not more than eleven (11) member unorganized borough assemblies, defining the powers and duties of these assemblies: review, comment and recommendations in a clearinghouse approach to proposed state projects and services under the state's fiscal procedures and facilities procurement acts;
- (3) Authorize assemblies of unorganized boroughs to initiate a process by which a charter for a home rule borough may be prepared;
- (4) Name the Department of Community and Regional Affairs as the state agency responsible for lending assistance to unorganized borough assemblies;
- (5) Retain intact the powers and responsibilities of existing REAA school boards for management of school functions, of coastal service area boards in the preparation of plans for the resources of the state's coastal zone, and of existing cities of the unorganized borough.

Members of the Committee are:

Senator Arliss Sturgulewski, Co-Chairman
Representative Bill Parker, Co-Chairman
Senator Tim Kelly
Senator Bob Mulcahy
Senator Pat Rodey
Senator Terry Stimson

Representative Pat Carney
Representative Margaret Branson
Representative Ray Metcalfe
Representative Pat O'Connell
Representative Charlie Parr
Representative Fred Zharoff

LOCATION OF SCHOOLS AND SCHOOL DISTRICTS IN ALASKA - JULY 1, 1976

STANDARD AND CITY SCHOOL DISTRICTS

- 1) ANCHORAGE EDUCATIONAL SERVICES
- 2) EASTERN BAY EDUCATIONAL SERVICES
- 3) EKENOMIA CITY SCHOOLS
- 4) ELMENDORF CITY SCHOOLS
- 5) ELLIOTT CITY SCHOOLS
- 6) ELLIOTT CITY SCHOOLS
- 7) ELLIOTT CITY SCHOOLS
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- 39) ELLIOTT CITY SCHOOLS
- 40) ELLIOTT CITY SCHOOLS

*Radio phone
344-9811
RCA via
Anch.*

*Halter Brown
Superintendent - Mt. Village
365-8000
276-1308*

Jan Heiley -

*Emmett Rytton,
329-8801
N.J. Chelton*

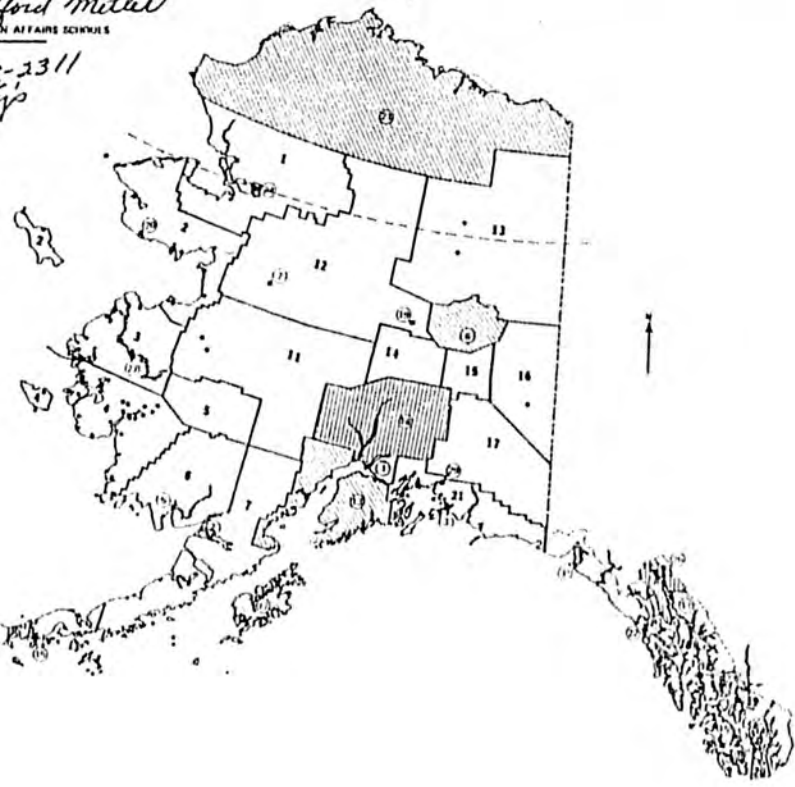
REGIONAL EDUCATION ATTENDANCE AREA SCHOOLS AND ADMINISTRATION HEADQUARTERS LOCATION

- 1 NORTHWEST ARCTIC SCHOOLS
- 2 BERING STRAITS SCHOOLS
- 3 LOWER YUKON SCHOOLS
- 4 LOWER KUSKOWUM
- 5 KUSKOKWIM SCHOOLS
- 6 SOUTHWEST REGION SCHOOLS
- 7 THE LAKE AND PENINSULA SCHOOLS
- 8 ALUTIAN CHAIN
- 9 TRIBAL SCHOOLS AT ST. PAUL
- 10 ADAK REGION SCHOOLS
- 11 IDITAROD AREA SCHOOLS
- 12 YUKON COYUIK
- 13 YUKON FLATS
- 14 UPPER RAILBELT SCHOOLS
- 15 DELTA/GULF SCHOOLS
- 16 ALASKA GATEWAY SCHOOLS
- 17 COPPER RIVER SCHOOLS
- 18 CHATHAM SCHOOLS
- 19 SOUTHEAST ISLANDS
- 20 ADRIAN ISLAND SCHOOLS
- 21 CHUGACH SCHOOLS

BUREAU OF INDIAN AFFAIRS SCHOOLS

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*438-2311
St. Mary's*



Nels Anderson
Box 234
Dillingham 99576

John Fuller
Box 689
Nome 99762

Phillip Guy
Kwethluk 99621

Vernon Hurlbert
General Delivery
Sleetmute 99668

Pappy Moss
P.O. Box 182
Delta Junction, 99737

li
442-9234
Leo Schaeffer
Box 291
Kotzebue 99752

no history
274-9652
Frank Ferguson
Box 131
Kotzebue 99752

George Hohman
Box 289
Bethel 99559

276-2770
John Sackett
Box 65
Galena 99741



Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Address all
correspondence to:
LOCAL GOVERNMENT STUDY
Pouch V
State Capitol
Juneau, Alaska 99811

TO : Wally Richardson
FROM: Marjorie Gorsuch
RE: Public Hearings
DATE: 9/18/79

Wally, this is the most current information we have.
Do I have the name of the Charter Airline right?
Is it the Bethel Hotel where the reservations are?
Any luck getting through to Hooper Bay? I tried to
call yesterday and was told there is no longer
telephone service through.

BETHEL - HOOPER BAY - DILLINGHAM - NEW STUYAHOK

Friday, September 28

Depart Anchorage 7:20 A.M. Wien, #27
Arrive 8:35 A.M. in Bethel
Public Hearing 7:00 P.M.
Kuskokwim Community College
Accommodations at Bethel Hotel

Saturday, September 29

10:00 A.M.
Charter FEA Air to Hooper Bay
Public Hearing in Hooper Bay
Accommodations in school

Sunday, September 30

10:00 A.M. Charter to Dillingham
FEA Air
Public Hearing 1:30 P.M.
Youth Center
Accommodations at Dillingham Hotel

Monday, October 1

10:00 A.M. Charter to New Stuyahok
Yutt Air
Public Hearing
Multipurpose Room/School
Accommodations in school

Tuesday, October 2

10:00 A.M. Charter to Dillingham
Yutt Air
2:25 P.M. Wien Flight #5 to Anch.
3:30 P.M. Arrive in Anchorage

PLEASE SIGN - IF YOU WISH TO TESTIFY AT THIS HEARING

Bethel 9/22/79

NAME	MAILING ADDRESS	GROUP NAME OR ORGANIZATION IF REPRESENTING SUCH
x <i>Cora Flintoff</i>	<i>KYU</i>	
<i>Martin Wassieles</i>	<i>P.O. Box 41</i>	
<i>Norman Cowan</i>	<i>P.O. Box 1135 Bethel</i>	<i>self</i>
<i>Norman Cowan</i>	<i>RURAC - CAP, Anch</i>	<i>RURAC CAP</i>
<i>Harold Edwick</i>	<i>Box 217 Bethel NUNAM XITLUTSISTI</i>	
<i>James Hunter</i>	<i>Queen Ingeborg, AK</i>	
x <i>Don Hill</i>	<i>P.O. Box</i>	<i>AUCLP</i>
<i>George Lewis</i>	<i>P.O. Box 318 Bethel</i>	<i>KCC</i>
x <i>Joseph Hoffman</i>	<i>Box 383 Bethel</i>	<i>City of Bethel</i>
<i>Harold S. Gilbert</i>	<i>Box 68</i>	<i>Minors - Bethel</i>
	<i>Box 200</i>	<i>Ch. 1 Bethel</i>
<i>DAN BOUETTE</i>	<i>Box 217 BETHEL</i>	<i>AUCLP</i>
<i>JOHN ANGLAK</i>	<i>Box 942</i>	<i>AUCLP employment training</i>
<i>John Carter</i>	<i>KCC DORM</i>	<i>student</i>
<i>Fred Amover</i>	<i>KCC DORM</i>	<i>student</i>
<i>Fred</i>		<i>CPA/Bethel</i>
<i>John</i>		
<i>John</i>	<i>Box 267</i>	<i>KCC</i>
<i>John</i>	<i>Box 801</i>	<i>AUCLP</i>
<i>John</i>	<i>Box 216</i>	<i>AUCLP</i>
<i>Tony Hoelke</i>	<i>Box 318</i>	<i>self</i>
<i>Rosie</i>	<i>Box 1295</i>	<i>self</i>
<i>Rosie Porter</i>	<i>Box 868</i>	<i>Bethel, AK 99559</i>

*Mapoleon
Peter Aschbacher*

in the future
 7/19 - new super.
 will contact us if
 there is a change
 in Order Notice.

LOWER KUSKOKWIM REGIONAL ATTENDANCE AREA #4
 Box 305
 Bethel, Alaska 99559
 Phone: 543-2677

Superintendent: ~~B. A. Weinberg~~ Carl Petersen

End of Term	Seat	School Board Member	Date Elected	No. of Votes	Term
(1979)	A	Paul T. Albert Tununak, AK 99681	11/15/77	517	2 years
1981	B	Paul R. Kiunya, Sr. Kipnuk, AK 99614	10/3/78	1331	3 years
1980	C	Paul Guy Napaskiak, AK 99559	10/4/77	1077	3 years
1981	X D	Antone K. Anvil Box 501 Bethel, AK 99559	10/3/78	596	3 years
1980	X E	Mijo Rich Box 649 Bethel, AK 99559	10/4/77	1024	3 years
(1979)	X F	Johnny T. Hawk Box 42 Bethel, AK 99559	6/13/78	755	1 year, 4 months
(1979)	X G	Nora Guinn Box 160 Bethel, AK 99559	10/3/78	1423	1 years
	H	Richard Long General Delivery Kwethluk, AK 99621	10/3/78	63	3 years
	I	Fritz Beebe, Sr. Eek, AK 99578	10/4/77	1032	3 years

Seat B

Keefa Moxie
Box 47

Aleknagik, Ak 99555

Seat C

Andrew T. Franklin

P.O. Box 58

Togiak, Ak 99678

Seat D

Daniel K Offt

Box 601

Aleknagik, Ak 99555

Seat E

Greg Moxie

Ken Del

New Stuyahok, AK 99636

Seat F

Joe Hiratsuka

~~Box 10053~~ EKuk via

Dillingham, Ak 99576

Seat G

Robert J. Clark

Box 14

Clark's Point, Ak 99569

A32 1398 12.19 JA01 0008 12.19 09/05/79

TO MARLENE
FOR MARGE GORSUCH
FROM DEBI IN BETHEL

MARLENE,
PLEASE PASS THIS INFORMATION ON TO MARGE GORSUCH WITH THE COMM. AND REG.
AFFAIRS COMM.. MARGE, I HAVE REQUESTED THE KUSKOKWIM COMMUNITY COLLEGE
FOR YOUR MEETING. I REQUESTED IT THROUGH FRAN RICH OF STUDENT SERVICES.
HE SAID HE WOULD CONFIRM IT THROUGH WALLY BUT SAW NO PROBLEM. I SET IT
FOR 7PM AS HE SAID THAT WOULD BE THE BEST TIME FOR TURN OUT.

COREY FLINTOFF OR KYUK IS VERY EXCITED ABOUT A 5 MINUTE INTERVIEW WITH
SPOKESMAN FROM BOTH COMMITTEES. HE WOULD LIKE AN AGENDA AS SOON AS POSSIBLE
AND VOLUNTERED TO DO SOME ADVANCE PUBLICITY. I TOLD HIM THAT I THOUGHT
THAT PROBABLY BOTH CHAIRMEN WOULD BE HONORED TO SPEAK WITH HIM. THE INTERVIEW
WILL BE SHOWN AT 5:55 IN ENC SH, AND IF THEY GET IT TRANSLATED INTO YUPIK,
IT WOULD BE SHOWN AT 5:25. IT SEEMS LIKE THE PERFECT TIME FOR GENERATING LAST
MINUTE INTEREST IN YOUR MEETING.

I SPOKE WITH PEOPLE DOWN HERE AND NO ONE SAW A NEED FOR A TRANSLATOR. IT DOESNT
SEEM THAT THEY EVEN CONSIDER IT THAT MUCH OF A COURTESY. ALTHOUGH THE PERSON
I SPOKE TO ASKED IF YOU WOULD HAVE MONEY TO PAY THE TRANSLATOR. IF YOU DID
YOU SHOULD NOTIFY CITY COUNCIL OF THAT FACT. I DONT KNOW WHAT THE GOING
RATE IS.

I WILL LET YOU KNOW MORE ABOUT HOOPER BAY AS I FIND OUT. PLEASE DO SEND THE
AGENDA AS SOON AS POSSIBLE, EVEN IF IT IS ONLY TENTATIVE, AS THAT WAS EVERYONES
FIRST QUESTION.

LET ME KNOW IF ANY OF THE ABOVE ARRANGEMENTS ARE UNACCEPTABLE SO I CAN CHANGE

DEM
BI
M

2 1618 13.00 JA01 0011 13.00 09/05/79

MARLENE IN JNU
DEBI IN BETHEL
ENE,

OF ADDED INFORMATION TO MARGE GORSUCH
DO HAVE A OFFICE HERE IN BETHEL. I UNDERSTAND THE HEAD HONCHOS
IS SHARON HER PHONE # IS 543-2885. I DON'T KNOW HOW INTERESTED
WILL BE IN



Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Nov. 19, 1979

Subject
Address all
correspondence to:
LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

Mr. Carl Jack, Executive Director
Alaska Village Council Presidents
P.O. Box 236
Bethel, Alaska 99559

Dear Mr. Jack,

In reviewing the tapes of the public hearing held in Bethel on Sept. 28 on the subject of regional government in the unorganized borough, we noted your mention of a resolution passed by AVCP in support of a study to explore the feasibility of borough government in your area. We would appreciate having a copy of that resolution for our files.

Your testimony at the hearing was a significant statement of AVCP's position and added substantially to our knowledge of what the people in your region are thinking in regard to regional government.

We will look forward to receiving a copy of the position paper.

Yours truly,

A handwritten signature in cursive script that reads "Marjorie Gorsuch".

Marjorie Gorsuch
Administrative Assistant

BETHEL

September 28, 1979

35 Participants

INEFFECTIVENESS OF EXISTING PUBLIC SAFETY SYSTEM

Currently there is a lack of individuals who are interested in participating in second-class city organization as the second-class city is seen as limited in its ability to deal with public safety/judicial problems. They are limited in the sentences they can impose and the residents feel they were able to handle problems better under the IRA Council. Under the IRA, there is a certain flexibility in regard to public safety which does not exist under second-class government.

Additional police protection is needed. Training is essential as well. Changes in revenue sharing formula would be helpful. If CETA were defunded, how would training be accomplished? If you upgrade the training of village police, there will be better communication with state troopers.

SPECIFIC COMMENTS ON PROPOSED LEGISLATION

There was a negative reaction to the idea of establishing a body which would be advisory in nature. It was suggested that Coastal Resource Boards should have more power, but the legislative proposal does not address this question of increasing their power. Regional Corporation boundaries should be considered and once boundaries are established, everyone, including state and federal administrative agencies, should adhere to them.

In regard to planning responsibilities, there needs to be "teeth" in the legislation. Mandate that the local people get involved in fiscal planning.

At large election is counterproductive. District representation necessary.

The elected assembly would need its own staff.

This "elaborate creature" is not necessary (unorganized boroughs). Do not create a half measure for the unorganized borough. Mandate a borough. Advisory business is no good. The community has to decide if it wants self-government. There is a desire to control their own destiny.

GENERAL CONCERNS

There was the fear that the Coastal Zone Management planning power/process was arriving too late. The time frame is off in regard to effectively managing OCS development.

There was a feeling that the regional government approach might be an acceptable one. But there were concerns as to whether or not the villages might be heard, that they might get "shafted" in the process of organizing; that Bethel might elect someone from a village who the village did not want representing them. At the present time the villages are recipients of programs rather than the initiators. The program becomes dominant and the local people cannot pick up maintenance of ill-conceived projects.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT.

AVCP

Association of Village Council Presidents
P.O. Box 219 • Bethel, Alaska 99559 • Phone 543-3521

Attended

*copy - Bill
Maggie
Gene*

*Walter
Cramer*

September 20, 1979

*Conventions
VFW
MHT to VFW*

Senator Arliss Sturgulewski
2957 Sheldon Jackson St.
Anchorage, Alaska 99504

Dear Senator Sturgulewski:

This letter is to reconfirm our telephone conversation of September 14, 1979 concerning your presence at the AVCP Convention October 29, 30 & 31, 1979. The primary topics we would like for you to address are; the study you have done on the Unorganized Borough, and our (AVCP) desire to see the formation of a Sub-State Planning District.

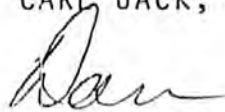
As you can see from the enclosed agenda, we're allotted approximately one hour's time to the above subject. Since we try to get through a lot of separate topics in three days, we are asking all the guests that will address the convention keep to the key topics.

For your information the theme of this year's convention is "The Past, Our Heritage; The Future, Our Children."

Thanks again.

Sincerely,

CARL JACK, PRESIDENT



Dan Boyette
Planner

Enclosure

DB:rs

cc: Carl Jack, President

*27 - 7.20 }
16 - 7.55 }*

*Walter
243 - 4100
695A*

AVCP

Association of Village Council Presidents
P.O. Box 219 • Bethel, Alaska 99559 • Phone 543-3521

AVCP CONVENTION AGENDA

October 29, 1979

- 9:00 a.m. Registration
- 10:00 Call to Order - Edward Hoffman, Sr., Chairman
- 10:05 Invocation
- 10:15 Opening Remarks - Edward Hoffman, Sr.
- 10:30 Welcome Address - Mayor Don Elliott
- 10:45 Convention Committee Appointments:
Credentials/Resolutions/Nominations/Other
Committees
- 11:00 President's Report - Carl Jack
- 11:30 First Reading - By-Law Changes
- 12:00 NOON-LUNCH
- 1:15 p.m. Reconvene
- 1:30 Keynote Speaker - Mr. Willie Hensley
- 2:00 Agency Reports Introductions
- 2:05 AVCP Program Report - Dan Laughlin, Vice President
- 3:05 Yupiktak Bista Manpower - John Angaiak, Director
- 4:00 Film of Maggie Lind
- 4:15 AVCP Housing Authority - Marlin Knight, Director
- 5:00 - DINNER
- 7:00 Reconvene at the KVNA Building
- 7:05 Yukon Kuskokwim Health Corporation - Mary Pavil, Director
- 8:05 Nunam Kitlutsisti - Harold Sparck, Director
- 9:00 RECESS

AVCP

Association of Village Council Presidents
P.O. Box 219 • Bethel, Alaska 99559 • Phone 543-3521

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AVCP CONVENTION AGENDA

October 30, 1979

- 9:00 a.m. Call to Order - Chairman
- 9:05 Credentials Committee Report
 Nominations Committee Report
- 9:30 D-2 Update - Panel ✓
 Don Mitchell - John Katz - Morris Thompson - John Shively
- 10:30 Kuskokwim Community College - George Irvin, President ✓
- 11:00 Calista Panel - Oscar Kawagley, President ✓
- 12:00 NOON-LUNCH
- 1:15 p.m. Reconvene
- 1:30 Energy Panel - Tunis Wentink, U. OF A.; Dee Lane, Rural CAP; ✓
 Clarissa Quinlan, State of Alaska, Division
 of Energy & Power Develop.
- ✓ 2:30 Sub-State Planning Districts - Senator Arliss Sturgulewski,
 (Un-organized Borough Study) ~~Representative Bill Parker~~
- 3:30 Eskimo Dancers
- 4:00 Fish & Wildlife Report - Chuck Hunt, Charles Strickland
- 5:00 DINNER
- 7:00 Reconvene if Necessary
- 9:00 RECESS

AVCP

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AVCP CONVENTION AGENDA

October 31, 1979

- 9:00 a.m. Call to Order - Chairman
- 9:05 Credentials Committee Report
- 9:30 Nominations Committee Report
- 10:00 Appointments:
 A) AVCP Housing Authority Board
 B) Nunam Kitlutsisti Board
- 10:30 Awards:
 A) Employee of the Year
 B) Health Aide of the Year
- 11:00 Resolutions
- 1:00 p.m. Action of By-Law Changes
- 1:30 Closing Remarks
- 2:00 ADJOURNMENT

The Association of Village Council Presidents
15th Annual Convention



"The Past, Our Heritage;
The Future, Our Children."

PRESIDENT'S REPORT



Carl Jack, President AVCP

This year marks the fifteenth (15th) anniversary of the Association of Village Council Presidents (hereinafter called AVCP). This year also marks the second year that AVCP has directly assumed Program Management with a proven record of administrative and fiscal accountability not only to Federal and State fund sources but more importantly to the AVCP Executive Board of Directors and the member villages in general. Inherent to all organizations, AVCP has survived the growing pains during the reaffirmation of AVCP during the last two years to the point now where there is established within the organization a strong sense of unity and dedication among the Board of Directors and the

staff in carrying our due responsibilities to meet the needs of our constituents. Aside from program administration, equally important is the role that AVCP must play in the State and Federal arena in the formulation of Public Policy as an advocate to meet the needs, wishes and aspiration of our constituents.

To accomplish this, a spirit of unity must invade each and every one of us to fully realize these goals and purposes of AVCP. We must rededicate this spirit of unity for our people within the AVCP region for one strand of wire is weak by itself; many wires tightly woven into a cable is strong. Only through unity can we realize the fruits of our effort for self-determination, not only for this generation but for our unborn.

This year's convention theme is appropriate for this call to unity. The theme, "The Past, Our Heritage, The Future, Our Children" calls for dedication among us all to forge the road that will be much easier to travel for our unborn. At the same time, we must renew our sense of pride in our Yupik culture. Let us listen to our elders for they are the ones that forged the road for us, the younger generation, to start realizing the true meaning of self-determination.

At this convention, let us renew our acquaintances, work together and in our deliberations, keep in mind that the product of our deliberation is not only for our benefit, but more importantly for the benefit of our unborn. Welcome to each and every one of you!

Realty



Allen Joseph, Myron Naneng, Realty Director

On March 1, 1979, AVCP assumed the realty functions from BIA for twenty-three (23) villages that are under the AVCP/BIA contract. The realty program's primary responsibility is to assist individual Natives obtain title to land that has been applied for under the Native Allotment Act of May 17, 1906 and the Native Townsite Act of May 26, 1926. Additionally, the realty staff serves as the administrator of the fiduciary responsibilities placed upon BIA to protect individual Native owners of restricted or trust lands.

The Native Allotment Act and the Native Townsite Act have both been repealed by subsequent acts passed by Congress. The Native Allotment Act was repealed by Section 18 of Alaska Native Claims Settlement Act, and the Native Townsite Act was repealed by BLM Organic Act of October 21, 1976. However, the Native Allotment applications that have been filed prior to the repeal of the act, and are still pending, are still being processed for approval and certification.

When AVCP assumed the realty program for the 23 villages, it obtained from BIA over 1,400 pending Native Allotment applications, at least 200 administratively approved Native Allotments, and about 25-40 Certificate of Allotment issued files. Townsite files for the villages of Akiachak, Alakanuk, Andrafski, Bethel, Emmonak and Kotlik were also moved to AVCP.

The specific types of services provided by AVCP realty include assisting individuals in townsite surveyed villages to apply for townsite lots, respond to correspondence received from BLM, making field investigations on any reports of conflicts; such as trespass, overlapping legal descriptions, and other unorthodox uses on individual trust lands.

The realty staff has been working with village corporations by giving technical assistance upon request. Most of the problems the villages have requested technical assistance on involve land reconveyances under 14 (c) of ANCSA. Additionally, the realty staff has kept open communications with agencies in Anchorage that may affect the lands selected by the villages under the claims act. Additionally, the realty staff is taking steps to give workshops or meetings in the AVCP region which should benefit the villages in their land selection work as well as managing the lands upon conveyance by BLM.



Pam Peltola, Realty Clerk

**Statistical Report For Period Beginning
March 1, 1979 through September 30, 1979**

Native Allotments

Sale Applications	1
Right-of-ways	2
Leases	0
Mortgages	3

Native Allotments Pending

Certificate Issued	1
Certificated Recorded	1
Administratively Approved	5
60-day Notices	2
Contest Complaints/Pence vs. Kleppe	5

Townsites

Restricted deeds issued	2
Restricted deeds recorded	2
Unrestricted deeds issued	0
Restrictions removed	0
Mortgages	0
Sales	0

Probate

Data gathered	20
Wills prepared	0
Probate orders-final	0

Field Investigations

Trips were made to the following villages this summer:

Akiak • Alakanuk • Kasigluk • Mt. Village • Tuluksak
Akiachak • Emmonak • Kwigillingok • Russian Mission
Andreafski • Eek • Kotlik • St. Mary's

The trips to these villages varied from presentations of the Restricted land status, gathering data on family history for probate purposes, correcting legal descriptions, gathering responses for 60 day notices, advising individuals on Contract complaints by BLM pursuant to Pence vs. Kleppe and working with villages on coming up with land exchanges for relinquished Native Allotments by which the villages received better benefits and use.

The realty staff consists of Myron P. Naneng, Realty Officer, Allen Joseph, Realty Specialist and Pamela Peltola, Realty Clerk.

Future plans of AVCP Realty include putting on workshops for village land managers, and giving technical assistance on Native Land Claims issues.

An on-going program on Rights Protection is being initiated in cooperation with the Area Rights Protection Branch in Juneau. The primary purpose of Rights Protection is to advise and assist individual Native land owners regarding trespass and other unlawful uses of land without permission. Some of these rights protection work has already begun, with the land exchanges with village corporations and the cities or villages. Most of the land exchanges are for airport and vilage relocation purposes.

Employment Assistance Program

It has been just a little over one year since I took over the Employment Assistance Program for AVCP. Since that time, Employment Assistance has reached its intended goals as will be seen in this report.

To reiterate the guidelines of Employment Assistance the Adult Vocational Training program's main purpose is to help those individuals (Alaskan Natives or South 48 Indians) of one fourth or more quantum blood to enter vocational training so as to obtain a vocational skill and get reasonable and satisfactory employment upon successful completion. On the other hand, Direct Employment assistance aids those individuals who have obtained permanent employment, with financial aid (if eligible) until receipt of first paycheck. There is more details to these two main areas of AVT & DE assistance which I will not delve into at this time. Suffice it to say that all points of guidelines are followed to the letter.

For fiscal year 1979, the AVT grant funds totaled approximately \$76,000. This grant funding was further strengthened from DE grant funds the latter part of August to \$92,207, with the injection of an additional amount of AVT students. This buffer, hopefully, was enough to see us through FY 79 (up to September 30, 1979), until FY 80 funds could be obtained. As of the 31st of August, 1979, \$88,955 had been expended, with a remainder of \$3,252 in the kitty. It is safe to say at this time that virtually all AVT have been spent. For the DE grant funds as of 31 August 1979, \$19,284 was spent with a remainder of \$10,215.

For the past year in the AVT program, we had 31 successful graduates; 20 still attending training; one partial completion and 8 incompletes — not too shabby a batting average — a success rate of about 80% (79.48 to be exact). On the direct employment end, 17 Direct Employment assistances, 23 student funded with DE funds. We closed out fiscal year 79 with 129 applicants, as opposed to 13 applicants in FY 79.

My thanks is extended to the Village Administrators and the Talent Search people for helping us with applicants and applications.

My hope for fiscal year 1980 is that we shall be as successful, or more so, as we have been in fiscal year 1979. Keep those applications coming!

Albert C. Romer Jr.



Al Romer, Employment Assistance Director

Labor Relations

Within the past decades, Alaska Natives and American Indians in the United States have taken tremendous strides in the identifying and protecting the rights and resources of their people. This same effective advocacy must also be brought to the protection and assertion of Alaska Natives and American Indians employment rights. The Labour Relations program will indeed compliment the existing AVCP Employment Assistance/Adult Vocational Training activities and ultimately develop powerful employment rights for Alaska Natives and Indians, which they are entitled to. It will be through the efforts of the Labour Relations program that these rights will increase the employment of Alaska Natives and Indian people in private jobs with the AVCP/Calista region.



Bruce Day, Labor Relations

Social Service

The AVCP Social Service Department consists of four staff members: Margie Tetloff, Social Service Clerk; Alexander Nicholai, and Dorothy Aloysius, Social Service Representatives; and myself, Daisy May Lamont, Social Service Director. We are in the third year with the Contract. Majority of our time is spent in the Contracted villages. During the third fiscal year our department is going to focus and prioritize the issues as follows:



Daisy M. Lamont, Social Services Director

- A. Fee Agent for Contracted Villages
- B. Revisionment of the Contractual Language
- C. Child Welfare Act
- D. Special Child Welfare Program
- E. Tribal Work Experience Program

Our program is still rendering the following programs listed below:

- 1. General Assistance
- 2. Child Welfare Assistance
- 3. Miscellaneous Assistance
- 4. Family and Community Service
- 5. Consultation with Tribes
- 6. Hearing and Appeals

To further achieve our goals of increased, timely and conscientious service to the Contracted Villages remains of paramount importance. The five major issues I listed are going to take time to develop each project with the input of our people from the contracted villages. We as staff, have every attempt to open channels of communication between our offices and Contracted Villages.

We are looking forward to working closely together in the future to ensure all five possible plans be established and utilized.

Our staff continuously requests the villages to provide us with direction that will allow us to continue working together using the tools we have made in order to render adequate service to our people within the region.



Dorothy Aloysius, Alexander Nicholai and Margie Tetloff
Social Services Staff

Tribal Operations

(Village Government Services)



John Paul Jones, Tribal Operations

The Tribal Operations of AVCP is the department responsible for providing technical assistance to the membership of tribal and city councils, regional and village organizations. Technical assistance is also provided to the tribal and city governing bodies, village corporations and village and region organization boards. Providing Training is also the intricate part of Tribal Operations.

Tribal Operations assists the membership of tribal and city councils, regional and village organizations to better understand the functions of the councils and boards, reach better understanding of the duties and responsibilities of their councils and boards; the members, themselves, better understanding of own duties and responsibilities.

Membership will be given a chance to ask questions about the operations of AVCP as well as the federal, state and local organizations.

The tribal and city councils, board members for village corporations and local and regional organizations will get assistance from AVCP Tribal Operations. Defining the area of duties and responsibilities will be given special attention. Assistance in administration and accounting will be given at the request of respective organization.

Assistance in acquiring and administering of 104 planning grants, State of Alaska Rural Development Grants, Federal State Revenue Sharing and Block Grants will be given to eligible grantees. Tribal Operations hopes to identify other grants that will be beneficial to the people and organizations of AVCP region.

Training and workshops will be organized in Administration, Accounting and Tax Management for tribal governments and other organizations in the AVCP region.

Help in areas of establishing IRA Councils, the dealings with State and Federal governments, organic and resolutions, will be given to tribal governments. Acts that are passed that involve the Native people of the AVCP will be explained in Yupik.

Organizations do not have to be tribal councils or AVCP contract villages to ask for assistance from AVCP Tribal Operations.



Ann Garand, Credit and Finance

Credit & Finance Program

The Credit & Finance program at AVCP is designed to provide technical assistance to those who are interested in financial information for the purpose of establishing a business. We are prepared to aid an interested client in filling out applications which include compiling personal information and financial statements required by a lender, recommending a lending institution that would best fit their need and even accompany the client to their interview with the lender.

Because the once-active guaranteed loan program offered through BIA is now at a standstill, Ann Garand, the program director, is concentrating her efforts on making lending money more available to those in this region. Progress is slow, but we are all hopeful that 1980 will bring some positive changes.

Although the program is directed toward assisting in private enterprise, Ann welcomes any questions and is ready to coordinate her efforts with you through an entire loan process. Information concerning taxes, bookkeeping systems and the various commercial lending institutions are also available through the Credit & Finance program.

College Assistance

The AVCP College Assistance Program is a Bureau of Indian Affairs Funded Program under contract through the Indian Self-Determination and Education Assistance Act. It is a program to provide financial assistance to any person who wants to pursue higher education. The person who wants to apply to the program would need to be from a village under the BIA/AVCP Contract. The BIA has certain requirements which our Association must follow and they must be fulfilled by all students before receiving financial assistance. In order to be eligible for the program, the applicant must be one-quarter or more Alaskan Native and enrolled in Calista Corporation, show financial need

after other sources of funding have been considered, must be enrolled in a four-year academic program and must be accepted by an accredited institution.

This year the number of individuals who have met the requirements and who are currently attending colleges total to sixty-five individuals, with a majority of the applicants attending the University of Alaska in Fairbanks. In the past year, the College Assistance Program funded approximately fifty-five students from the BIA/AVCP contracted villages, this year we have an increase of ten more individuals attending colleges.

We would like to advise those individuals who plan on attending college in the coming year; that it is very important to complete all necessary paperwork ahead of time before the scheduled classes begin.



Ruth Southern, College Assistance

Housing Improvement Program (HIP)

The Housing Improvement Program was set up to provide for the emergency housing needs of area families. There are four types of housing assistance eligible families can receive.

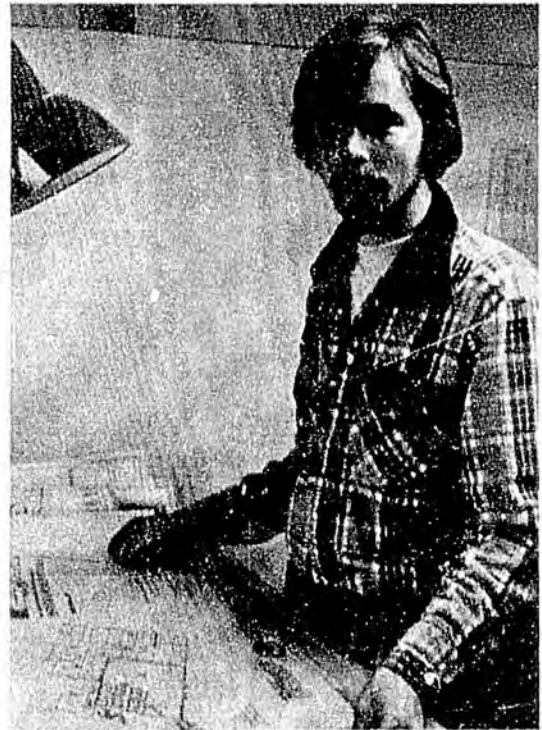
- A. **Housing Repair/Winterization:** Under this part of the HIP program, families can receive up to \$2,500 for replacing roofing or doors, provide insulation, caulking, siding, etc.
- B. **Housing Renovation:** This is for more extensive repairs on homes. Some examples of the types of assistance that was provided in 1979 are, to move a house away from the river bank, to install a completely new roof on a house, to construct a new foundation for a home. Up to \$10,000 can be used to renovate homes.
- C. **Down Payment Assistance:** This assistance is provided to families who are seeking to purchase a home and are unable to come up with enough money for down payment and financing. Up to \$6,000 can be used under this part of the program.
- D. **New Home Construction:** New homes can be constructed for families who have lost their homes from fire, flood, etc. or who are living in overcrowded housing conditions. Up to \$40,000 can be used to construct the new homes.

The budget for HIP in 1979 was \$279,000. That money was used in each category in the following ways:

A. Housing Repair	43 homes
B. Housing Renovation	3 homes
C. Down Payment	0 homes
D. New Construction	6 homes

It is anticipated that the HIP budget for FY 1980 will be the same as 1979.

The HIP office is located with the AVCP Housing Authority at the Blackstock Office Building, Room 3. If you have any questions about the program call 543-3121 collect.



James P. Duffy, Housing Improvement Program

Headstart



Marge Larsen, Headstart Director

The AVCP Headstart Program has begun its second year of service with three programs in operations at Kipnuk, Pilot Station and Bethel. The Kotlik Headstart will begin operations in October. Headstart is again serving children between the ages of three to six from low income families as well as several handicapped children in this age group.

Funded under the Indian Migrant Program by the U.S. Department of Health, Education and Welfare, Headstart aims to provide an orientation to school for these children. Headstart accomplishes this in several ways designed to meet the emotional and social needs of the children it reaches. Health and nutrition, the development of a positive self-image and ongoing parent involvement in the Headstart Program are vital steps in promoting growth and development in the children as well as their parents.



Barbara Williams, Headstart

This year we are striving to accomplish the above as well as spend time in career development for staff members from each of the village Headstart sites. Through a variety of training workshops, on-site visits by the Director and Assistant Director, we hopefully will be providing our staff members with skills and knowledge they will need to recognize children's needs and the means to answer those needs. Working together, both parents and staff will give their children a successful Headstart.



Dan Boyette, Economic Development Planner

Economic Development Planning

The AVCP has recently begun the planning process necessary to guide the economic growth of the region in an orderly and equitable manner. This planning process must involve all phases of the existing economy, and also involve the people of the region as much as is practically possible. Briefly, this planning process will analyze the economy of the AVCP region not only with respect to the cash flow of the region but also with respect to those elements of the lifestyle here that have economic significance. Subsistence activities are the most obvious of these cultural or lifestyle factors that must be considered, however, there are many others. By spending time planning we will be able to pinpoint each applicable element of our economy and decide which of these elements should be changed and which elements should be preserved in their current state. We will answer the questions:

What type of development can we undertake that will change those elements that need change and will not disrupt those elements that should remain unchanged? By answering this question we'll be able to come up with a balance of growth and stability, or, a gradual, orderly growth that will not change that which shouldn't be changed and will change what should be changed.

In order that we may gather the information necessary from the villages within the AVCP region we have, through assistance from the State CETA office here in Bethel, instituted the Para-Planner Program. We will hire one Para-Planner from each of our ten administrative units. These Para-Planners will be required to travel to the villages within their respective administrative units as often as possible — first, to gather the information necessary to come up with a clear and accurate picture of the economic state of each village, and second, to work with each village and then list them in order of village priority. This will result in, a clear picture of the economic state of each village, including their development needs and desires, and, a clearer picture of the economic state of the AVCP region as a whole. With this information we will then be able to formulate an "Overall Economic Development Plan" for the AVCP region, including each village.

In general, our planning will focus on at least five major issues that can serve to enhance our regions economy:

1. First and foremost is subsistence protection;
2. Energy problems and solutions;
3. Fisheries industries and related industries;
4. Export possibilities or commodities available within the region that could become an income producing export;
5. Food production or agricultural projects.

In order for our planning efforts to realize maximum benefits we need as much support as possible from the people of the AVCP region. This area of economic development can have an extremely beneficial impact on the region as a whole, however, we need your support and assistance.



Mr. Charlie Friday & grandson Greg Jr.

AVCP Employment And Training



John Angiak, Director

Effective October 1, 1979, Yupiktak Bista Manpower changes its name to AVCP Employment & Training. In March of 1978, AVCP Board and the Board Directors of Yupiktak Bista Manpower met in Hooper Bay, Alaska. The Boards agreed that Yupiktak Bista Manpower would merge into AVCP. That action dissolved the Board Directors of Yupiktak Bista Manpower. The move, however, did not mean that YBM Staff be replaced with the new staff — the president of AVCP made his commitment that the present staff of YBM remain with separate accounting. That also meant that program direction and planning remain intact. The address, phone number and address remain unchanged. All villages and agencies are advised that we are now AVCP Employment and Training — Welcome to the new name!

Since our last convention report to you, several major things have developed. First of all, the fiscal funding for 1980 has been vastly reduced by 2.3 million dollars which includes three hundred thousand dollars in administrative cuts this year. Cuts which mean reorganizing this agency.

This past fiscal year, this agency took steps to improve delivery systems and programs. While programs in the villages remain relatively intact, other programs have been improved. First of all, this agency is offering tests for our Youth participants for accessing youth employment skills. These steps, though not mandatory, will help our youth participants to decide or discover what skills they have. While the majority of the high school participants are counseled to go on to college by school counselors, these youth employment skills tests will help them decide on second or third employment opportunities. These tests are most useful to seniors and juniors who are our youth CETA participants. Apprentice programs are also on the development process.

This past Fiscal Year, nineteen of our village police trainees have successfully completed their one month police training in Sitka Police Academy. They are called Village Public Safety Officers. Before December, these Village Public Safety Officers will receive one week of fire training in Anchorage at the new regional fire training center. They will also have their distinct uniform. AVCP Employment and Training has also signed a cooperative agreement with the Bureau of Land Management to develop employment opportunities for our participants from this area within the bureau. We have had one trainee within the bureau as surveyor and who is now going to the University of Anchorage and who will be going back to the bureau for further training.

For several years this agency has been funding services attending KCC to gain employment through CETA. Thus far, KCC has kept no record of students who are actually employed as a result of the student training at KCC. This FY 1980, this agency has taken steps to a follow-up and evaluate what courses at the KCC will most likely lead to employment opportunities for our CETA classroom participants. Also, this agency has been instrumental in bringing the unit system into KCC rather than the semester system on behalf of our classroom training participants. Contract procedure with the KCC has also been revised to assure a system of better tracking, evaluation and monitoring.

Finally, in February 28, 29 and March 1, 1980, there will be an AVCP Economic Seminar in Bethel. The theme of this semester is called, "AVCP Region: The Third Generation of the Native Leadership (After the year of the child)". There will be speakers from various agencies and organizations, who will address the economic picture of the entire AVCP region. To name a few important items, such as population data economic indicators, investments, and labor forecast within AVCP region will be addressed during this seminar. The reason for having this economic seminar is to provide us with the information that will help us better plan our employment opportunities for our people within this region. Agenda for the seminar will be completed by November and will be mailed to the villages before February. We hope to see you then.



AVCP Employment & Training Staff

On behalf of the AVCP Employment and Training agency, I would like to take this opportunity to welcome you to the AVCP Convention this very day. I hope that you will offer good ideas to us as this agency exists to serve you — Good Day!

AVCP Housing Authority

The events of 1979 have been quite rewarding for AVCP Housing Authority and the residents of the Yukon/Kuskokwim Delta.

There are several new programs now in effect through the Authority that will have a substantial impact on the housing needs of area residents.

One new program that will soon be in operation is the Ayalpik Elderly Housing Project. Construction is expected to be completed by Thanksgiving. Ayalpik is a twenty-four unit apartment building specifically designed with energy efficiency and the needs of the elderly in mind. Besides enjoying the luxury of running water and flush toilets, prospective residents can look forward to a number of special features built into the project.

Attached to the project is a Section 8 rent supplement program, which will greatly aid those elderly families with limited incomes. For those who qualify, the rent supplement can provide up to 95% of the monthly rents. This could make an eligible family's monthly rent as low as \$35 a month including all utilities!

Another new program that the Authority began in April of this year is Alaska Housing Finance Corporation's (AHFC) "Rural Housing Program." Although there has been much in the news lately concerning AHFC's inability to provide mortgage money because of pending legislation in the House, limiting tax exempt bonds to low-income housing, the Rural Housing Program does not face this problem. The program currently has approximately 9 million dollars available only through the Regional Housing Authorities.

The program is not a subsidy program. The participants must be able to meet the debt service requirements and certain credit criteria in order to obtain a loan commitment. For single family residents the program can provide a loan of up to \$75,000 with a 5% down payment.

The Mutual Help housing program is not a new program and is the single largest federal subsidy program for rural Alaska. The Carter administration proposed a 1/3 cut in the program for fiscal year 1980. This was met with stiff opposition from Housing Authorities throughout the U.S. and which eventually defeated the proposed cuts.

The Housing Authority has currently 173 housing units under management in this program with an additional 67 units currently under construction and expected ready for occupancy by January 1, 1980.

Program reservations were received this year for 78 units to be built in Nunapitchuk, Kasigluk and Tuluksak but during the closing days of fiscal year 1979, the AVCP Housing Authority received program reservations for an additional 119 units of housing, to be built in Aniak, Kipnuk, Nightrnute, Alakanuak and Atmauthluak, to bring a total of 197 units of housing to be constructed during the summer of 1980!



Marlin Knight, AVCP Housing Director

Although the exact number of allocations to be received for fiscal year 1980 are not expected to be announced prior to mid-November, indications from the Anchorage Area Office of HUD are that a minimum of 150 and upwards of 250 units can be expected!

Another new development effecting housing for this Region is a settlement in the Bartlett Housing litigation. The Bartlett Housing Program was established under Section 1004 of the Demonstration Cities and Metropolitan Act of 1966 which authorized grants and loans not to exceed \$10 million to the State of Alaska to provide housing in Alaska's remote villages. The maximum cost was not to exceed \$7,500 per dwelling unit and the law provided for the use of self-help in construction of the units.

Funds were eventually appropriated for constructing 346 units of housing in 1969, and 1970. Alaska State Housing Authority administered the program and 196 units of housing were eventually built in the AVCP Region.

In 1978 Alaska Legal Services filed suit against ASHA and HUD on behalf of participants in the Bartlett Act Housing Program alleging that the housing was improperly designed and built and therefore, unsafe and unhealthy.

Since that time, HUD in negotiation with Alaska Legal Services, has been attempting to formulate a settlement. HUD has acknowledged that these houses are in a serious state of disrepair and in many instances, in need of substantial rehabilitation or replacement.

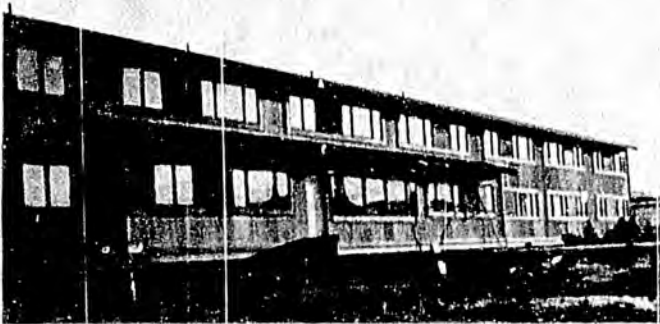
The following villages currently have houses built under the Bartlett Program: Akiachak, Cheforak, Emmonak, Kotlik, Quinhagak, Chevak, Scammon Bay, Hooper Bay, Pilot Station and Mt. Village.

These villages can expect a survey team to come to their villages to assess the condition of these houses during the months of December through March. Once this survey is completed the Justice Department will make a decision on whether the houses will be rehabilitated or replaced.

The Housing Authority is taking the position that the houses need to be replaced which will mean new houses much like what AVCP Housing Authority has provided in Quinhagak or Tununak.

Since this is a special appropriation to be funded in 1981 and 1982, it will greatly add to the number of villages the Housing Authority is able to provide housing relief.

In conclusion, the new programs now available through the Housing Authority will greatly aid in servicing the residents of the AVCP/Calista Region. If you have questions about housing for your village, you can contact the Housing Authority at 543-3121 or stop by the offices in the Blackstock Building.



Back—Jim Duffy, HIP; Marlin Knight; Martha Dawson, Acct.; Gary Cross, Comptroller. Front—Rachael Martinez, Receptionist; Anna Lincoln, Receptionist AVCP HOUSING STAFF

Ayalpik Building

Nunam Kitlutsisti

Nunam Kitlutsisti has had a busy year and anticipates this next one will be the same. Here are some of our current activities and some that we will start working on this year:

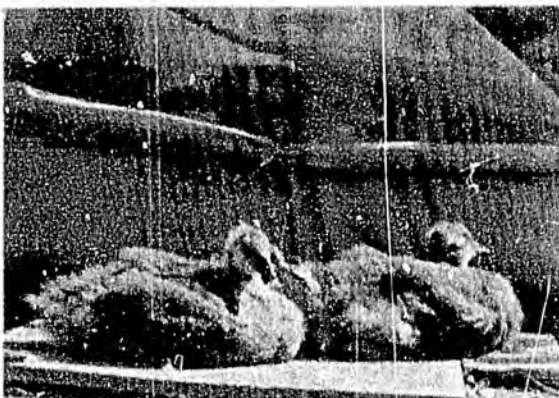
Migratory Birds

Nunam Kitlutsisti has been involved with the Migratory Bird Treat Acts throughout the summer and several items of interest came up regarding waterfowl which are of an interest to the residents of the Y-K Delta. Three members of the Pacific Flyway Council visited the delta this summer to look at the delta as a waterfowl habitat and the people in the villages who depend on migratory birds for food. At issue this summer was the low populations of the whitefronted geese (Neqellek) throughout the flyway. Due to bad weather the past two summers, the whitefront's nesting grounds were flooded and few eggs and birds survived. This caused a low number of survivors to migrate and less were available for harvest.

The people concerned for this particular species ranged from the California Waterfowl Association (a sports hunting group) and Nunam Kitlutsisti, about where the whitefronts were. Dan Chapin, executive director of the CWA, Red Hunt of the California Fish and Wildlife Department in California, and Bill Sweeney of the Fish and Wildlife Service for California and Nevada met with the NK Board of Directors to discuss the whitefronts.

After the meeting, the NK Board and the Clarence Rhodes Advisory Board passed a resolution calling for the reduction of the take of whitefronts throughout the Pacific Flyway.

At the next Pacific Flyway meeting in Reno, Nevada, the council showed that it had more than just the whitefronts in mind for reducing the harvest levels. Subsequent action by the council reduced the level of harvest through various means among other species of waterfowl as well.



1st Goose—Tony Vaska

2nd Goose—Janet Schante



Harold Sparck, Director Nunam Kitlutsisti

Black Brant and other dark geese were also reduced in the California and Oregon areas. While these species were not agreed to by NK, cooperation for the reduced harvest of waterfowl whose populations are low is a common goal to increase the populations.

The ratification of the migratory bird treaties will be a plus for all concerned when it is passed. This will allow for the better management of the waterfowl because of the ability of the FWS to have a better handle on factors they are unable to consider now. And, the subsistence users will have a better chance to get a legal spring hunt sooner after more information is gathered.

YK Delta Coastal Resource Service Area Formed

With financial support from the Department of Community and Regional Affairs, Nunam Kitlutsisti has spear-headed and carried out much of the work that has been done over the last year to organize the Yukon-Kuskokwim Delta into a Coastal Resource Service Area (CRSA).

These efforts have now resulted in the formal organization of the CRSA, complete with geographic boundaries and a seven-person board.

To quickly re-cap how we got here — voters in May, endorsed the idea of combining REAA's 3 and 4 into one service area, which includes St. Mary's, but excludes Bethel. Bethel will write its own plan.

In September, voters went back to the polls, this time to elect seven board members. Out of 21 candidates, and many write-ins, the following people were selected: Seat 1 Peter Black, Alakanak; Seat 2 Frank Chayalkun, Chevak; Seat 3 Harry Wilde, Sr., Mt. Village; Seat 4 David Lewis, Chefor-nak; Seat 5 David O. David, Kwigillingok; Seat 6 Frank Nicori, Kwethluk and Seat 7 Fritz Beebe, Eek.

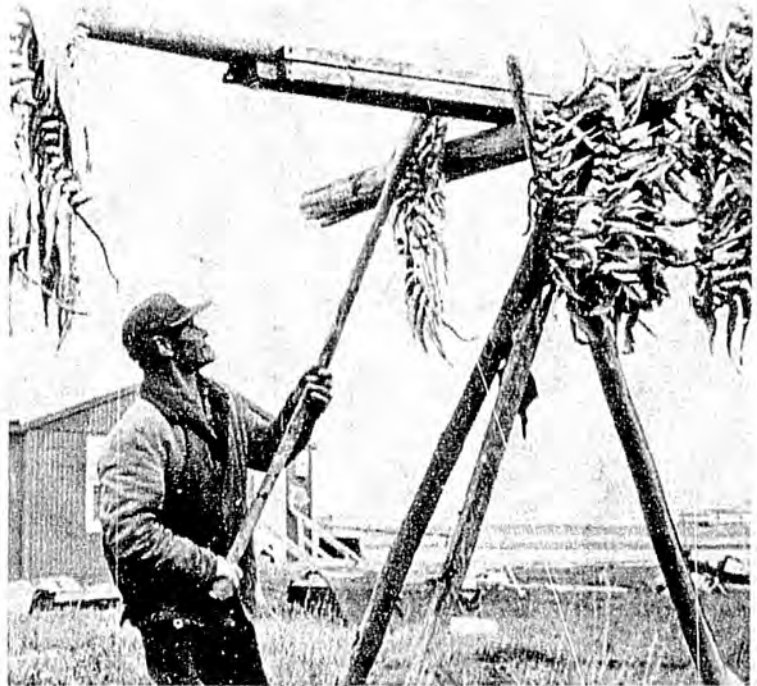
Even with this much done however, the hard part is still ahead. For the next three years, this board will have the responsibility of writing a coastal management plan for the YK area. This plan will be the tool that local people use to deal with Outer Continental Shelf (OCS) oil and gas activity.

Present plans call for such oil and gas leasing activity to begin in the Norton Sound, Navarin Basin, and the North Aleutian Shelf in the next five years.

Nunam Kitlutsisti expects to stay involved with the OCS issue, and hopes to work with the new CRSA board as it organizes and starts to develop the YK management plan.

Herring

Nunam Kitlutsisti continues to be involved in the developing coastal herring industry. Nunam has sought to keep certain areas, such as Nelson Island, closed to any commercial activity due to the dependence among those villagers upon herring as a subsistence resource. In other areas, where the villagers wish to be involved in a commercial herring fishery, Nunam has provided assistance in several ways: attempting to get the Board of Fisheries to promulgate regulations making the fishing open for gill nets only; providing technical assistance; and providing loan and other financial information.



Dad — Fall 1978

Eskimo Walrus Commission

The Eskimo Walrus Commission met in Bethel to discuss the various alternatives available to them concerning the writing of regulations which will be responsive to the needs of the beneficial users. With the management of the marine mammals going back to the federal government, new regulations will need to be written which will be to the benefit of the people and the conservation of the walrus.

The commission stated that it wanted to be involved in the management of the walrus and in the making of the regulations at all levels of this process.

The walrus was concerned about the different aspects of the conservation and management of the walrus. Such items as sale or transfer of raw ivory, waste, caliber of rifles used in hunting walrus, sports hunting, the past quota system under the state and federal governments managing the walrus, walrus habitat and a proposed walrus study of natural mortality.

While most of the discussion surrounded raw ivory, the commission also recognized that there were many other facets of the management of walrus that need equal attention to conserve and manage the walrus. This was shown by the commission tabling the motion to accept proposed regulations until further information about what priorities walrus hunters and users had for the use and management of walrus.

The EWC also recognized that there were other interested people in the issue of walrus, and that they are equally able to affect the management of walrus in making regulations.

The AVCP region had four representatives present during the meetings and many staff members of NK were present also. Jack Williams of Mekoryuk, Henry K. Evon and Paul Kiunya were present on the commission as well as staff person, Tony Vaska.

Regional Government Units

Nunam Kitlutsisti has identified the creation of regional governmental units in the unorganized borough as a legislative priority. Briefly, the proposed bill would establish unorganized boroughs which would follow the boundaries of the Regional Educational Attendance Areas (or a combination of two or more REAA's). Elected assemblies would review, comment on, and give recommendations on proposed state projects and services; prepare and maintain regional planning reports; and initiate a process by which a charter for home rule can be prepared.

Village liaisons will travel to various villages in November and will be available to answer any questions or take comments or recommendations on the proposed bill. For more information call NK at 543-2956 or 543-2856.

AVCP 15th Annual Convention Agenda

October 29, 1979

VFW Building

- 9:00 am Registration
- 10:00 Call to Order — Edward Hoffman, Sr., Chairman
- 10:05 Invocation
- 10:15 Opening Remarks — Edward Hoffman, Sr.
- 10:30 Welcome Address — Mayor Don Elliott
- 10:45 Convention Committee Appointments: Credentials/Resolutions/Nominations/Other Committees
- 11:00 President's Report — Carl Jack
- 11:30 First Reading — By-Law Changes
- 12:00 noon LUNCH
- 1:15 pm Reconvene
- 1:30 Keynote Speaker — Mr. Willie Hensley
- 2:00 Agency Reports Introductions
- 2:05 AVCP Program Report — Dan Laughlin, Vice President
- 3:05 YKHC Mary Pavil, Director
- 4:00 Film of Maggie Lind
- 4:15 AVCP Housing Authority — Marlin Knight, Director
- 5:00 DINNER
- 7:00 Reconvene at the KVNA Building
- 7:05 AVCP Employment & Training — John Angaiak, Director
- 8:05 Nunam Kitlutsisti — Harold Sparck, Director
- 9:00 RECESS

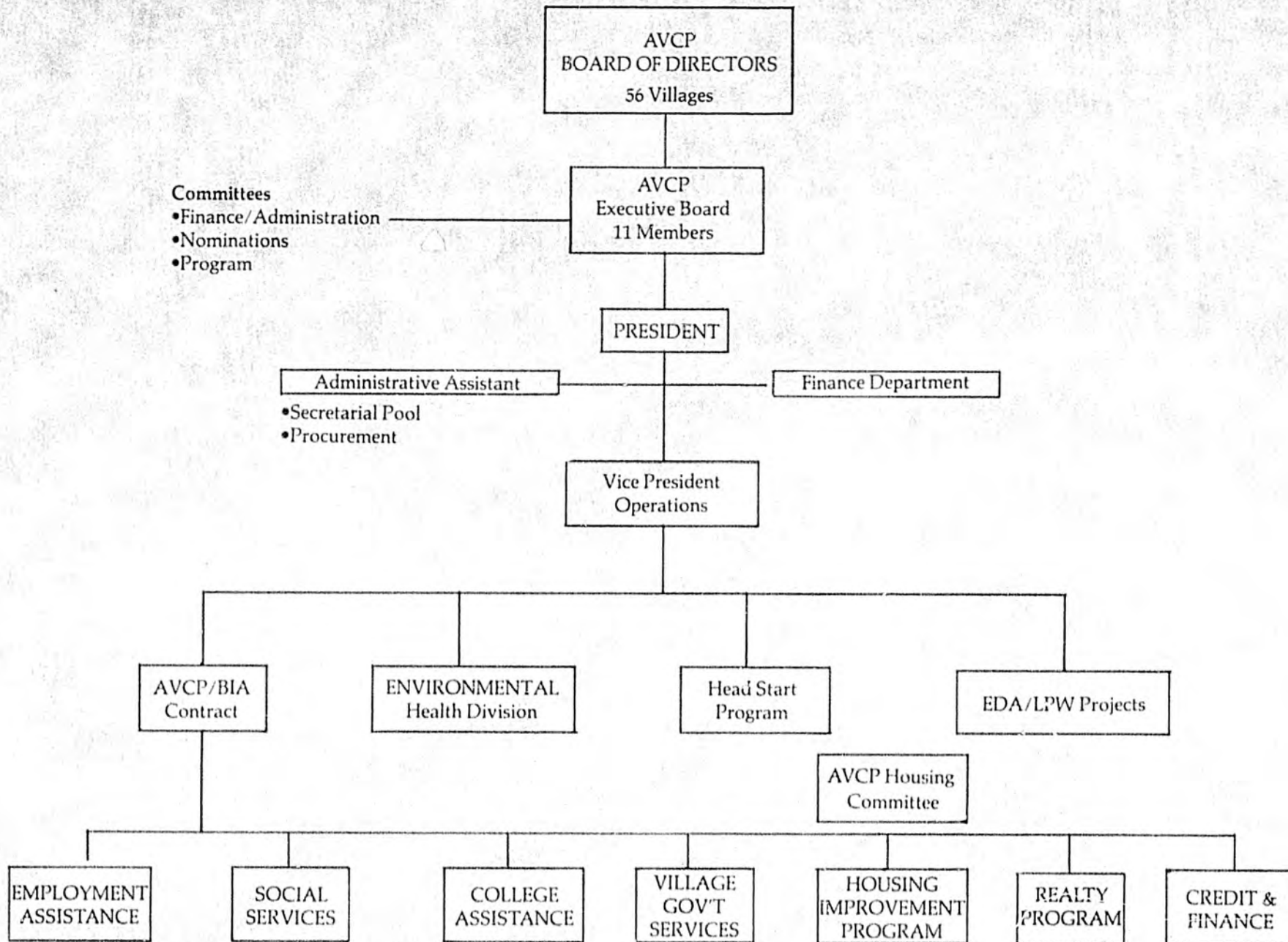
AVCP CONVENTION AGENDA
October 30, 1979

9:00 am	Call to Order — Chairman
9:05	Credentials Committee Report
	Nominations Committee Report
9:30	D-2 Update — Panel
	Don Mitchell — John Katz — Morris Thompson — John Shively
10:30	Kuskokwim Community College — George Irvin, President
11:00	Calista Panel — Oscar Kawagley, President
12:00 noon	LUNCH
1:00 pm	Reconvene
1:05	Dr. Brennaman — Speaker
1:30	Energy Panel — Tunis Wentink, U of A; Dee Lane, Rural CAP; Clarissa Quinlan, State of Alaska, Division of Energy & Power Development.
2:30	Sub-State Planning Districts — Senator Arliss Sturgulewski, (Unorganized Borough Study) Representative Bill Parker
3:30	Eskimo Dancers
4:00	Fish & Wildlife Report — Chuck Hunt, Charles Strickland
5:00	DINNER
7:00	Reconvene
7:00 pm	Department of Public Safety, Commissioner Nix (Village Public Safety Officers Training Programs)
7:45	Alaska Native Council on Alcoholism & Drug Abuse — Jim Purcell, Executive Director

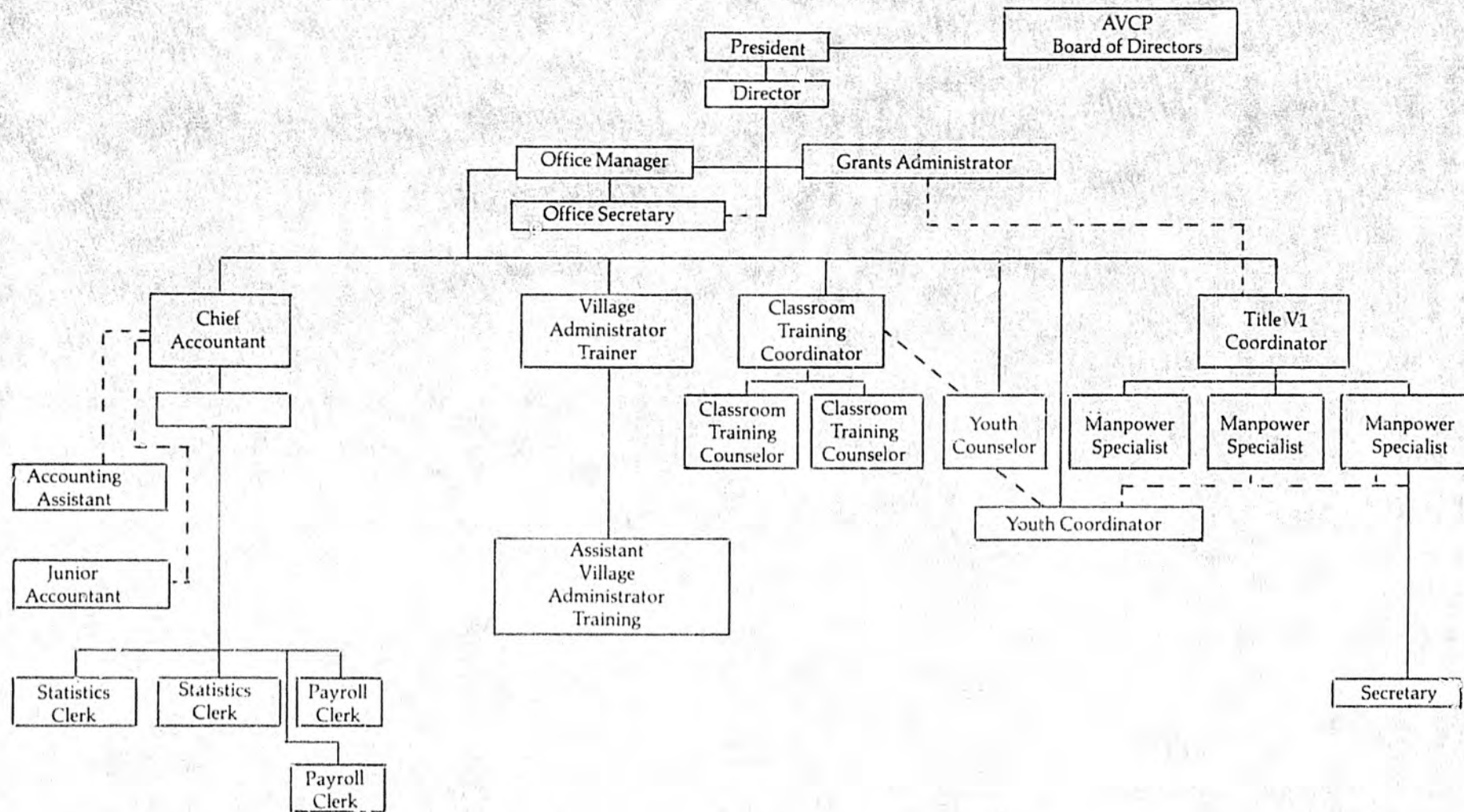
AVCP CONVENTION AGENDA
October 31, 1979

- 9:00 am Call to Order — Chairman
9:05 Credentials Committee Report
9:30 Nominations Committee Report
10:00 Appointments:
A) AVCP Housing Authority Board
B) Nunam Kitlutsisti Board
- 10:30 Awards:
A) Employee of the Year
B) Health Aide of the Year
C) Distinguished Service Award for Betty Guy
- 11:00 Resolutions
1:00 pm Action of By-Law Changes
1:30 Closing Remarks
- 2:00 ADJOURNMENT

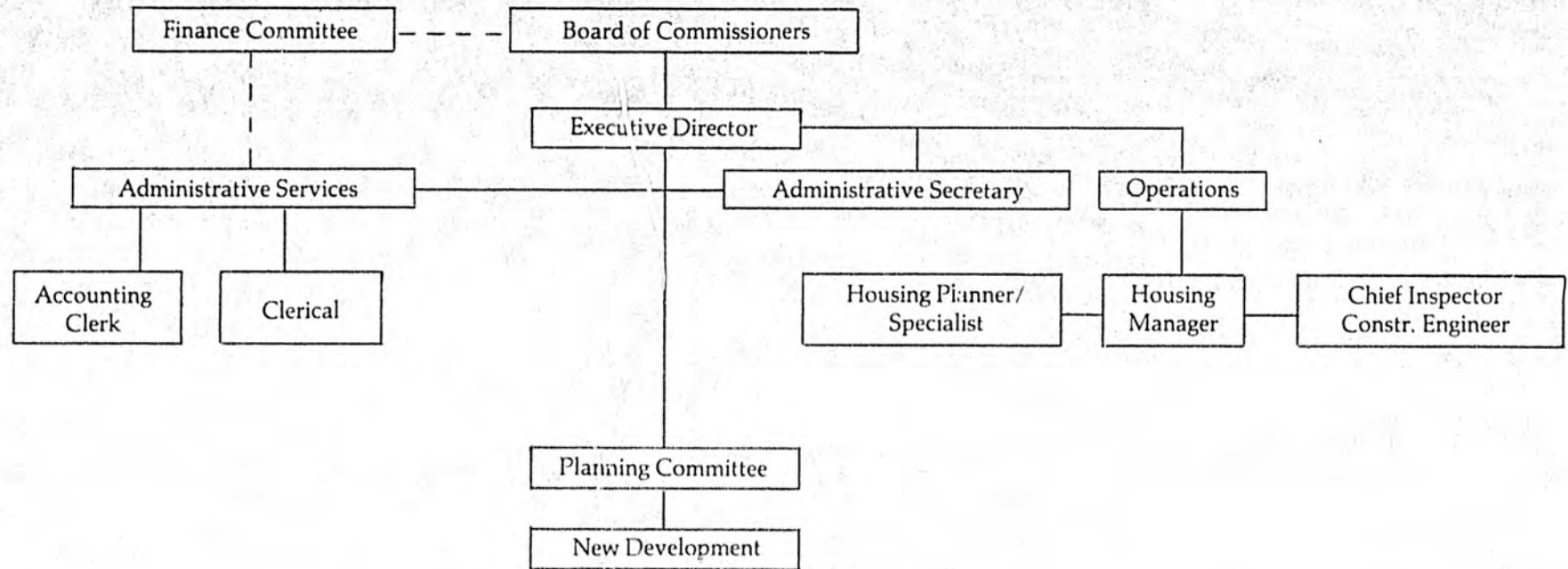
AVCP Administration



AVCP EMPLOYMENT & TRAINING
BEGINNING FY '80



AVCP HOUSING AUTHORITY



NUNAM KITLUTSISTI ORGANIZATION, 1978-79

ASSOCIATION OF VILLAGE COUNCIL PRESIDENTS

NUNAM KITLUTSISTI BOARD OF DIRECTORS

OFFICE MANAGER
Alex Oscar

ASSISTANT DIRECTOR
Tony Vaska

DIRECTOR
Harold Sparck

SECRETARY
Rachel Martinez

SPECIAL PROJECTS
Norman Cohen

LANDS COORDINATOR
Chuck Hunt

FIELD OFFICES

LOWER YUKON LIAISON
Harry Wilde, Sr.
Mountain Village

CENTRAL BERING SEA LIAISON
Isaac B. Amik
Kipnuk

LOWER KUSKOKWIM LIAISON
Paul Guy
Mapaskiak

MIDDLE KUSKOKWIM LIAISON
Sinka Williams
Lower Kalskag

Lower Yukon Fish and
Game Advisory Committee:

Central Bering Sea Fish
and Game Advisory Committee

Lower Kuskokwim Fish and
Game Advisory Committee

Middle Kuskokwim Fish and
Game Advisory Committee

Russian Mission	Scammon Bay
Marshall	Hooper Bay
Pilot Station	Chevak
St. Mary's	
Andreafski	
Pitka's Point	
Mountain Village	
Kotlik	
Chuloonawik	
Emmonak	
Alukanuk	
Sheldon's Point	

Yukon Delta
Vista

Michael Hunt
Kotlik

Hooper Bay
area Vista

Joe Paniyak
Chevak

Newtok	Quinhagak
Tununak	Platinum
Toksook Bay	Goodnews Bay
Mekoryuk	
Nightmute	
Chefornak	
Kipnuk	
Kwigillingok	
Kongiganak	

Nelson Island
Vista

Anna Sipary
Toksook Bay

Quinhagak
area Vista

Jesse Foster
Quinhagak

Tululsak
Akiak
Akiachuk
Kwethluk
Bethel
Oscarville
Napaskiak
Napakiak
Atmauthluak
Nunapitchuk
Kasigluk
Tunutuliak
Eek

Lower Kalskag
Upper Kalskag
Aniak
Chuathbaluk
Crooked Creek
Georgetown
Red Devil
Sleetmute
Stony River
Lime Village



Tim Anderson, Deputy Director
AVCP Employment & Training



Arduce Turner, Receptionist



Linda Joule, Arlene Andrews, James Akeralria



Eddie Hoffman



Danny Laughlin, AVCP Vice President



John George Peter, AVCP Controller

Design & Layout — Dan Boyette
Photography — Allen Joseph
Printing — Alaska Printing
AVCP Logo — John Angiak

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Sully



Official Business

Alaska State Legislature

JOINT SENATE AND HOUSE
COMMUNITY AND REGIONAL AFFAIRS COMMITTEE
LOCAL GOVERNMENT STUDY

Co-Chairmen
Senator Arliss Sturgulewski
Representative Bill Parker

Address all
correspondence to:

LOCAL GOVERNMENT STUDY

Pouch V
State Capitol
Juneau, Alaska 99811

MONTHLY NEWSLETTER AUG. - SEPT.

The Local Government Symposium was highly successful and more than met the expectations and hopes of the Chairmen. Thirty-eight individuals (see enclosed list) participated in the discussions and identified legislative approaches which can be considered in the development of local/regional government in Alaska.

Several distinct avenues for dealing with local government problems were discussed with priority given to the need for regional governmental units in the unorganized borough. A report of the Symposium will be mailed to you prior to the public hearings with a specific outline of the concepts to be discussed at the hearings.

Bethel	Friday, September 28
Hooper Bay	Saturday, September 29
Dillingham	Sunday, September 30
New Stuyahok	Monday, October 1
Kotzebue	Thursday, October 11
Noorvik	Friday, October 12
Fort Yukon	Thursday, October 18
Venetie	Friday, October 19
Glennallen	Saturday, October 27

The schedule provides for a hearing in a rural regional center and in an accompanying village. Airplane reservations will be made for the group from Anchorage, but we would like those travelling from points beyond to arrange for their own connecting flights. Charter flights have been arranged for the village hearings. Accommodations in the smaller villages will probably be in a school, so please bring a sleeping bag.

ITINERARY

- Friday, September 28 --- Depart Anchorage 7:20 A.M. Wien, #27
Arrive Wien 8:35 A.M. in Bethel
Public Hearing 7:00 P.M.
Kuskokwim Community College
- Saturday, September 29 - Charter to Hooper Bay
Public Hearing
- Sunday, September 30 --- Charter from Hooper Bay to Dillingham
Public Hearing

Monday, October 1 ----- Charter to New Stuyahok
Public Hearing

Tuesday, October 2 ----- Charter back to Dillingham
Wien Flight #5; 2:25 P.M. from Dillingham
to Anchorage
Arrive Anchorage 3:30 P.M.

Reservations have been made for the group September 28 to Bethel on Flight #27, Wien; and again for the return flight from Dillingham to Anchorage on October 2. Tickets for those portions of the trip will be available at the Wien counter on September 28. PLEASE BRING YOUR TRAVEL REQUEST BOOKS SO THAT YOU CAN PURCHASE YOUR TICKETS AT THAT TIME.

BACKGROUND INFORMATION

Enclosed is a packet of general information on each of the communities we will be visiting. Included is:

Bethel, An Alaskan Community Profile
Dillingham, An Alaskan Community Profile
Census material compiled in 1975 on Hooper Bay
Community Project Matrix, Department of Commerce and Economic Development, March 1979. (See Community Projects Matrix for Dillingham, Bethel, Bristol Bay Native Association based on community priority of needs.

Also, the material developed for the Symposium which was mailed to you last month is basic reading for the public hearings.

If you have any questions, please do not hesitate to contact the staff in Juneau at 465-3712 or 465-3758.

An aerial black and white photograph of Bethel, Alaska. The image shows a large, winding river system in the upper half, with a town and its infrastructure in the lower half. The terrain is rugged and appears to be a tundra or similar high-altitude landscape. The sky is overcast with clouds.

bethel

*An Alaskan
Community Profile*

bethel

Location

Bethel is located 90 miles from the mouth of the Kuskokwim River in Southwestern Alaska. By air, Bethel is 5 hours 50 minutes from Seattle, and 4 hours 15 minutes from Juneau with an overnight stop usually required in Anchorage. Flying time from Anchorage is 1 hour.

Population

Greater Area 20,000
Within City Limits 3,500

Transportation

Rail: None

Truck: None

Air: Two daily flights between Anchorage and Bethel by Wien Air Alaska, Inc. plus six charter services.

Water: Downtown dock and warehouse facilities operated by United Transportation. Other companies include Foss Alaska, Alaska Cargo Lines and Black Navigation.

Bus: Intra-city: Ample taxi and one limousine service.

Climate

Average Temperature

Period	Min.	Mean	Max.
January	-1.5	6.1	13.6
July	46.9	54.6	70.0
Annual	21.4	29.1	41.8

Average Annual Precipitation 18.4 inches
Elevation 125 feet
Prevailing Wind Direction NNE
Mean Hourly Speed 12.9 mph

Community Facilities

Medical/Dental: Comprehensive Health Care Center includes 50 bed hospital with extensive out-patient facilities staffed by 260 health workers; 16 doctors; 6 dentists; 80 nursing personnel. The hospital serves 50 villages in the Yukon/Kuskokwim Delta Area.

Education:	Classroom	Pupils	Teachers
Elementary	32	535	40
Jr. High	7	165	9
Sr. High	28	460	34
Community College		700	50

Communications: Radio station: KYUK (Educational Broadcasting Commission). Television station: KYUK. Newspaper: Tundra Drums - bi-weekly.

Recreation: Movie theater; V. F. W. Bldg.; National Guard Armory (gymnasium); Teen Center; Kuskokwim Valley Native Association Bldg. (community building); boating; camping; swimming; fishing; hunting; ice skating; cross country skiing; and bingo.

General: A public library with 17,000 vols., movies, and records. 12 churches in the following denominations: Yupik Assembly of God Church; Catholic Church; Pentecostal Holiness Church; Church of God of Prophecy; First Baptist Church of Bethel; Bethel Evangelical Covenant Church; Moravian Church; Russian Orthodox Church; Baha'i Faith; Mormons; Seventh Day Adventists; and Episcopal Church.

The Yukon-Kuskokwim Health Corp. serves the Bethel Area with the following programs and services: Health Aide Training/Services; Dental/Mental Health; Emergency Medical Services; Accident Prevention; Health Education; Alcohol Program; Community Health Representative Program; Eye Care; Strep Program; Maternal/Child Health; Family Planning; Community Liaison Program; and Nutrition.

Housing

1 bedroom apartment rental	\$150/\$480
2 bedroom apartment rental	\$175/\$569
1-2 bedroom house rental	\$350-\$500
3+ bedroom house rental	\$400/\$600

1-2 bedroom sale \$25,000/\$50,000
 3+ bedroom sale \$40,000/\$65,000

Hotels/Motels: Kuskokwim Inn

Industry

Bethel serves as a transportation hub to the many Eskimo villages of the Kuskokwim-Yukon Delta. Supporting the area's economy are government facilities for the neighboring villages.

Estimated Area Employment

Federal Government	229 - 250
State Government	168 - 238
Local Government	399 - 400
Non-Profit Private Organizations	86
Transportation	152 - 210
Fishing Related	6 - 85+
Construction Related	22+
Power Related	20
Communications	29
Food Service	56
Stores	145
Miscellaneous	51
Total Employed	1359 - 1597

Industrial Sites Available

Commercial lots designated by the City of Bethel.

Currently the City of Bethel has five lots for commercial development, and in 1977-78 will be subdividing additional land for commercial and multi-family development.

Industrial Utilities Available

Water:

Supplier: P.H.S./City of Bethel
 Source: Deep well
 Average Daily Consumption: 250,000 gallons
 Rates: Based on maximum capacity and frequency of delivery.

Sewer:

The Bethel sewer system is limited. Most areas are served by honey bucket system.

Electricity:

Supplier: Bethel Utility, Inc.

Range of Electrical Rates

Residential

First 50 kwh	\$.133/kwh
Next 200 kwh	\$.111/kwh
Over 250 kwh	\$.083/kwh

Commercial

First 50 kwh	\$.133/kwh
51 - 500 kwh	\$.100/kwh
501 - 3,000 kwh	\$.089/kwh
3,001 - 25,000	\$.083/kwh
Over 25,000 kwh	\$.080/Flat rate

Telephone:

Supplier: General Telephone Company

Rates: Business: \$16.00 - \$20.00
 Residential: \$ 9.00 - \$13.00

Local Government

City: Second-Class city with a Council/City Manager form of government.

	Property Tax	Valuation
Real Property	None	N/A

City Sales Tax: 3%

Police Department: Five Alaska State Troopers and 10 City Policemen.

Fire Department: Three paid firemen and 20 volunteers. Equipment: Two pump trucks with five water supply vehicles available.

*For further
information
contact:*

Mayor
City of Bethel
Box 537
Bethel, Alaska 99559

State of Alaska
Department of Commerce &
Economic Development
Division of Economic Enterprise
Pouch EE
Juneau, Alaska 99811



Produced By:

City of Bethel
and
State of Alaska
Division of Economic Enterprise



BETHEL

P.O. Box 388
Bethel, Alaska 99559

Second Class City

Phone: (907) 543-2097 or 543-2297

INCORPORATION DATE: August 1957
POPULATION: 3,608
REGULAR ELECTION: First Tuesday in October
SALES TAX: 3%
CITY COUNCIL MEETS: Second and Fourth Mondays of each month

MAYOR: Donald Elliott 1979

CITY COUNCIL MEMBERS

Louise Charles 1979
Mary Gregory 1979
Peter Twitchell 1980
Bob Hoffman 1980
Diane Carpenter 1980
Edward Hoffman, Sr. 1979

CITY PLANNING COMMISSION

Virginia Burrego 1980
Pat Harrington 1980
Rosemary Porter 1979
Bob Carpenter 1980
Jay Livey

CLERK.....Irene Williams
FINANCE DIRECTOR.....Ralph Engebretth
CITY MANAGER.....Lyman Hoffman
ASSISTANT CITY MANAGER.....Nancy Kraning
ATTORNEY.....Dickson, Evans, Eshe & Papas
CHIEF OF POLICE.....Randall Cry
FIRE CHIEF.....John Sanchez
PLANNING DIRECTOR.....Jay Livey
PUBLIC WORKS DIRECTOR.....Gary Volkman
ALCOHOL TREATMENT CENTER DIRECTOR.....Bob Buttane
PARKS AND RECREATION DIRECTOR.....John Alder
SUPERINTENDENT OF SCHOOLS.....Al Weinburg

HOOPER BAY

P.O. Box 37
Hooper Bay, Alaska 99604

Second Class City

Phone: (907) 329-8001

INCORPORATION DATE: February 7, 1966
POPULATION: 648
REGULAR ELECTION: Second Tuesday in October
SALES TAX: 2%
CITY COUNCIL MEETS: As required

MAYOR: Richard Nanuk 1980

CITY COUNCIL MEMBERS

Bosco Olson 1980
Arthur Lake 1980
Gabriel Seton 1981
Theodore Hunter, Sr. 1980
August Seton 1979
Carl Smith 1980

ADVISORY SCHOOL BOARD

Bosco Olson
Christopher Lake
Dolores Kawagley
Theodore Hunter, Sr.

CLERK.....Josephine Smith
TREASURER.....Gabriel Seton
ADMINISTRATOR.....Agnes Hoelscher
CHIEF OF POLICE.....Larry Lake
HEALTH AIDE DIRECTOR.....Magdalene Smith
AVEC OPERATOR.....Phillip Smart
AIRPORT MANAGER.....Harold Smith
SUPERINTENDENT OF SCHOOLS.....Laverne Etter

DRAFT

ALASKA COASTAL COMMUNITY PROFILES

Prepared for

Alaska Department of Environmental Conservation
Division of Water Programs
Environmental Analysis Section

Prepared by

Homan Associates
Juneau, Alaska

December 1975

COMMUNITY PROFILE # _____

MAP REFERENCE PAGE # _____

Hooper Bay, 99604

LOCATION

Latitude: 61° 32'N
Longitude: 166° 06'W

Borough: Unorganized
Native Regional Corporation Within Which Located: Calista
Township: 17N
Range: 93W
Meridian: Seward

CLIMATE

See Scammon Bay for approximate weather data

Average Daily Maximum Temperature for January: NA
Average Daily Minimum Temperature for January: NA
Average Monthly Temperature for January: NA

Average Daily Maximum Temperature for July: NA
Average Daily Minimum Temperature for July: NA
Average Monthly Temperature for July: NA

Highest Recorded Temperature: NA Date: NA
Lowest Recorded Temperature: NA Date: NA

Degree Days at Base 65°F: Heating: NA Cooling: NA Date: NA

Mean Annual Precipitation: NA
Highest Monthly Precipitation Recorded: NA Date: NA
Lowest Monthly Precipitation Recorded: NA Date: NA

Mean Annual Snowfall: NA
Highest Monthly Snowfall Recorded: NA Date: NA

Mean Hourly Speed of Wind: NA
Fastest Recorded Wind Speed: NA Date: NA
Prevailing Wind Direction: Winter: NA Summer: NA
Climatological Data Base: NA

LOCAL GOVERNMENT

Date of Incorporation: 1966
Form of Government: 2nd Class

LOCAL GOVERNMENT - continued

Property Tax: None

Sales Tax

Rate: 2% Date: 1974

Assessed Value of Real Property: None

Assessed Value of Personal Property: None

Local Police

Full-time: None

Part-time: 2

Date: 1973

State Troopers: From St. Marys Date: 1975

Local Constables: None Date: 1975 .

Judiciary

Number: 1

Type: Magistrate

Date: 1974

Firefighters

Paid: NA

Volunteer: NA

Date: 1975

Number of Pieces of Firefighting Equipment: NA Date: 1975

Ambulances: NA

Fire Insurance Classification: 10

PEOPLE

Population

1950: 307

1960: 460

1970: 490

Latest Population Estimate: 556 Date: 1974

Population Projections: NA Date: NA Source: NA

1970 Population Statistics

Native Population: 477

Non-native Population: 13

Male Population: 245

Female Population: 245

Male Median Age: 14.4

Female Median Age: 13.3

Males Under Five Years of Age: 35

Females Under Five Years of Age: 37

Total Children Under Five Years of Age: 72

Males 5-19 Years of Age: 119

Females 5-19 Years of Age: 121

Total Persons 5-19 Years of Age: 230

PEOPLE - continued

Males 20-44 Years of Age: 56
Females 20-44 Years of Age: 60
Total Persons 20-44 Years of Age: 116

Males 45-64 Years of Age: 29
Females 45-64 Years of Age: 25
Total Persons 45-64 Years of Age: 54

Males Over 65 Years of Age: 6
Females Over 65 Years of Age: 2
Total Persons Over 65 Years of Age: 8

Main Industries: NA

Employment

Total Employment: NA
Percent Unemployed: NA
Source: NA
Date: NA

Number Employed In

Agriculture: NA
Construction: NA
Finance, Insurance, Real Estate: NA
Government: NA
Mining: NA
Manufacturing/Processing: NA
Service: NA
Trade--Wholesale/Retail: NA
Transportation: NA
Miscellaneous: NA

Business Licenses Issued Within ZIP Code Area

Number: 12
Date: 1974

Gross Business Receipts Within ZIP Code Area

Gross Business Receipts: \$37,757
Date: 1973

TRANSPORTATION FACILITIES

Highway Links to Other Parts of Alaska: None

Number of Miles of Locally Maintained Roads in 1975: NA (1.6 mi State roads in Area)

Number of Vehicles Registered in ZIP Code Area - 1975

Total Number of Vehicles Registered: 4

Automobiles: 3
Motorcycles: 0
Pickups: 1
Trucks: 0
Busses: 0
Mobile Homes: 0
Commercial Trailers: 0
For Hire: 0
Farm: 0
Off Highway: 0
State: 0
City/Borough: 0

TRANSPORTATION FACILITIES - continued

Rail Service: None

Airfields

<u>Length</u>	<u>Width</u>	<u>Surface Composition</u>	<u>Operator</u>
4000'	100'	Asphalt	City

Air Carriers Serving Community

<u>Scheduled Air Carriers</u>	<u>Frequency of Service</u>
Wien Air Alaska	5 per week

Locally Based Non-scheduled Air Carriers: 2

Bus Lines: None

Taxi Companies: None

Local Surface Freight Carriers: None

Waterborne Carriers: BIA - NORTH STAR III

Docks: Lighter to beach

Alaska Marine Highway Service: No

Cruiseship Port of Call: No

Breakwaters: None

Small Boat Harbors

Number of Small Boat Harbors: 1

Number of Moorage Spaces: Open Moorage

Typical Method(s) of Access to the Community From Elsewhere in Alaska: Air

UTILITIES

Water

<u>Source</u>	<u>Supplier</u>	<u>Capacity</u>	<u>Consumption/Production Data</u>
Community Well with CL & FL	City	10M GPD to Watering Point	NA

Sewer

<u>Treatment Type and/or Disposal Method</u>	<u>Operator</u>	<u>System Capacity</u>
Honeybuckets to Bunkers	NA	NA

Electricity

<u>Source</u>	<u>Supplier</u>	<u>Capacity</u>	<u>No. of Consumers</u>
Diesel	AVEC	425 KW	97

Solid Waste Disposal

<u>Type of Solid Waste Disposal</u>	<u>Operator</u>
NA	NA

COMMUNICATIONS FACILITIES

Telephone: None

Radio-Telephone

<u>Operator</u>	<u>Call Sign or Phone Number</u>
State	KWE 58
RCA	NA
ADMA	NA
BIA	NA
PHS	NA

COMMUNICATIONS FACILITIES - continued

Television Stations Received: KYUK-TV, Public, From Bethel

Cable Television: None

Radio

<u>Station</u>	<u>Frequency</u>	<u>Type (AM, FM, Public, Military - Local)</u>
KYUK	580 KZ	AM, Public - From Bethel
AFRS	1240 KZ	AM, Military - From Cape Romanzof

Newspapers: None

Post Office

Class: 3rd

Number of Deliveries: 80

HEALTH FACILITIES

Hospitals: None

Clinics or Health Centers: Clinic

Total Doctors: None

Total Licensed Nurses: None

Total Dentists: None

Nursing Homes: None

Other Medical Facilities: None

Other Medical Personnel: 3 Health Aides, PH Nurse from Bethel

EDUCATIONAL FACILITIES

Name of College/University: None

Number of Secondary Schools: None

Number of Intermediate Schools (Junior High School): None

Number of Elementary Schools: 1

<u>Grades</u>	<u>Operator</u>	<u>Enrollment</u>	<u>Teachers</u>	<u>Facilities Open to Public</u>
K-9	BIA	192	12	NA

Name of Vocational Schools: None

COMMUNITY AND RECREATIONAL FACILITIES

Libraries: 1

Banks: None

Savings and Loan Institutions: None

Churches: 2

Campgrounds: None

Theaters: 1

Ski Areas: None

Other Facilities: Community Hall

HOUSING FACILITIES

1970 Housing (Census)

Total Housing Units: 74

Single Units: 70

Two or More Units: 4

Mobile Homes: 0

Vacancies: 1

1975 USPHS Housing Data or Other Housing Estimate (Total Units): NA

Hotel/Motels: None

OTHER GOVERNMENT FACILITIES

Federal: Post Office

State: NA

Local: Jail

Military: Armory

FOOTNOTES

None

SOURCES OF COMMUNITY INFORMATION

Mayor

City of Hooper Bay

General Delivery

Hooper Bay, Alaska 99604

Phone 543-2029

HOOPER BAY

P.O. Box 37
Hooper Bay, Alaska 99604

Second Class City

Phone: (907) 329-8001

INCORPORATION DATE: February 7, 1966
POPULATION: 648
REGULAR ELECTION: Second Tuesday in October
SALES TAX: 2%
CITY COUNCIL MEETS: As required

MAYOR: Richard Nanuk 1980

CITY COUNCIL MEMBERS

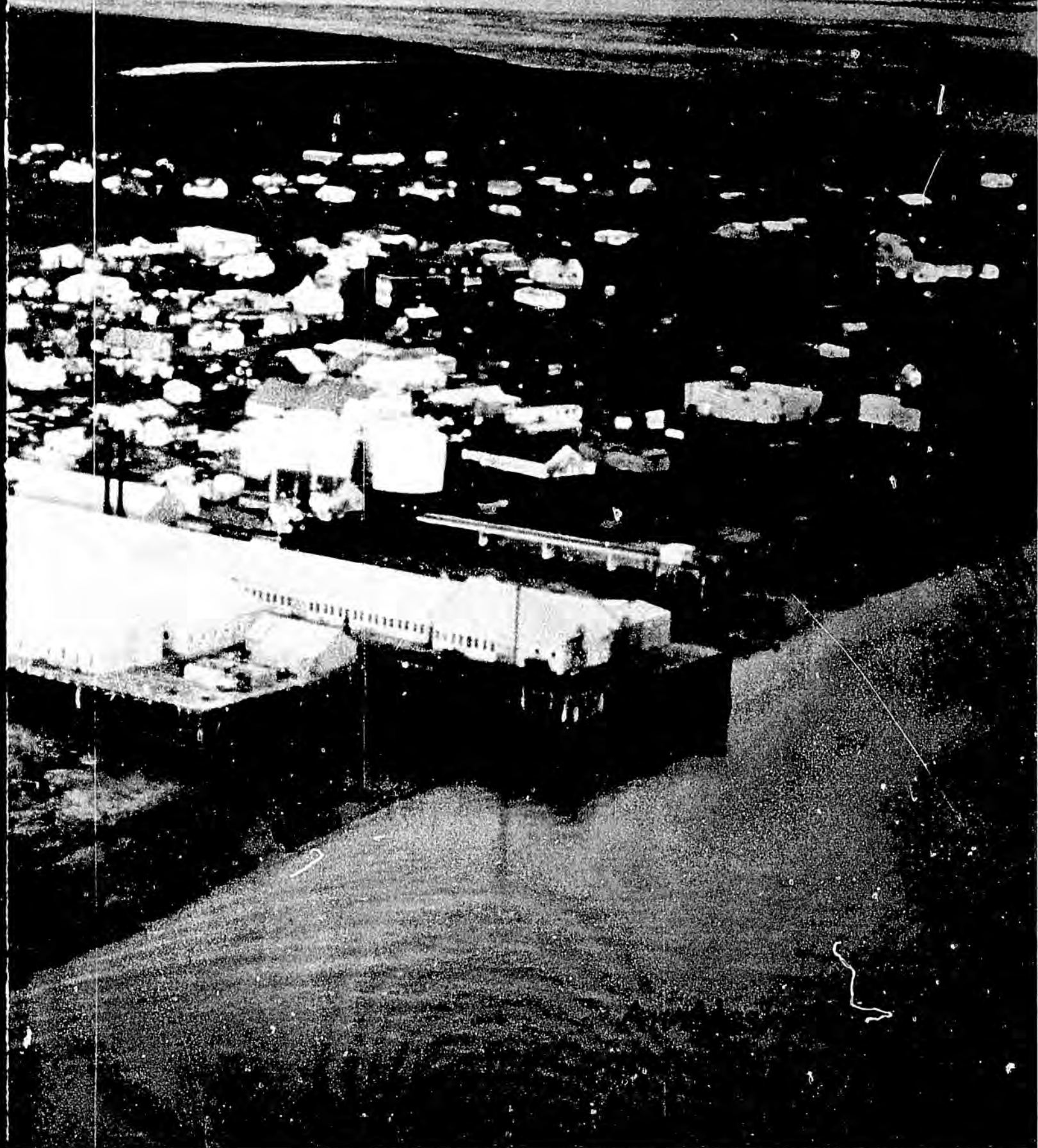
Bosco Olson 1980
Arthur Lake 1980
Gabriel Seton 1981
Theodore Hunter, Sr. 1980
August Seton 1979
Carl Smith 1980

ADVISORY SCHOOL BOARD

Bosco Olson
Christopher Lake
Dolores Kawagley
Theodore Hunter, Sr.

CLERK.....Josephine Smith
TREASURER.....Gabriel Seton
ADMINISTRATOR.....Agnes Hoelscher
CHIEF OF POLICE.....Larry Lake
HEALTH AIDE DIRECTOR.....Magdalene Smith
AVEC OPERATOR.....Phillip Smart
AIRPORT MANAGER.....Harold Smith
SUPERINTENDENT OF SCHOOLS.....Laverne Etter

dillingham



dillingham

Location

Dillingham is located in Western Alaska at the confluence of the Wood and Nushagak Rivers. It is on the northern shores of Bristol Bay and the Ahklun Mountains, a spur of the Alaska Range, lie to the west. By air, Dillingham is 8 hours from Seattle and 7 hours, 20 minutes from Juneau, including stopovers. Flight time from Anchorage is 50 minutes.

Population

Greater Area	3,200
Within City Limits	1,200

Transportation

Rail: None

Truck: None

Air: Wien Consolidated Airlines has daily flights to Anchorage, Local air service is available from Armstrong Air Service, Harris Air Service, Kodiak and Western Alaska Airlines Inc.

Water: Four barge lines make scheduled trips from Seattle. There are dock facilities provided by the City. Lighterage service is available to nearby villages.

Climate

Average Temperature

Period	Min.	Mean	Max.
January	8.5	15.7	22.9
July	45.6	55.1	64.7
Annual	25.7	34.1	42.5

Average Annual Precipitation 25.8 inches

Elevation Sea level to 40 feet

Prevailing Wind Direction North

Mean Hourly Speed N/A

Community Facilities

Medical/Dental: One private clinic staffed by one medical doctor; and two PHS nurses located in Dillingham; 29-bed USPHS hospital located at Kanakanak, six miles by road, with four doctors and two dentists, 13 nurses, a pharmacist and a social worker.

Number of Number of Number of Education: Classrooms Pupils Teachers

Elementary	11	180	12
High School	13	236	17
Private	1	7	1

Communications: Radio station KDLG. Weekly Newspaper: Bristol Bay By-Lines. TV from King Salmon Air Force Base.

Recreation: School gymnasium is the center of activity which include movies, bingo, dances, wrestling, basketball games and community use. In season, skiing, boating, skating, camping, hunting and fishing.

Other: Five church denominations, one public library and one financial institution.

Housing

1 bedroom apartment rental	\$250/month
1-2 bedroom house rental	\$150-200/month

There are few houses for sale in Dillingham.

Hotels/Motels: Dillingham Hotel.

Industry

Dillingham is the principal settlement and source of supply to the important fishery of the Bristol Bay area.

Estimated Area Employment

Agriculture	0
Construction	30
Finance	10
Government	350
Mining	0
Manufacturing/Processing (High 2,000 - Low 30)	300
Service	50
Trade	60
Transp., Comm., Utilities	100
Other (Fishing Included)	425
Total	1,325

Industrial Sites Available

Excellent sites are available. Interested persons should write directly to the City Manager, P.O. Box 191, Dillingham 99576

Industrial Utilities Available

Water/Sewer:

Water Supplier: City of Dillingham
 Source: Drilled wells
 Maximum Water Capacity: 100,000 gallon storage tank
 Size of Water Mains: 6 inches
 Average Daily Consumption: 31,000 gallons
 Size of Sewer Lines: 8 inches
 Method of Treatment: Primary

Electricity

Electricity:

Supplier: Nushagak Electric Co-operative, Inc.

Installed capacity: 2900 KW
 Type: Diesel Internal Combustion

Range of Electrical Rates

Residential

Minimum 50 KWH/MO@\$.220/KWH
 Next 50 KWH/MO@\$.150/KWH
 Next 400 KWH/MO@\$.115/KWH
 Over 500 KWH/MO@\$.105/KWH
 Plus: Fuel Surcharge

Commercial

A. When billing demand is less than 20 KW
 Minimum 50 KWH/MO@\$.220/KWH
 Next 50 KWH/MO@\$.150/KWH
 Next 2900 KWH/MO@\$.120/KWH
 Over 3000 KWH/MO@\$.105/KWH

B. When billing demand is 20 KW or more, demand charge all KW@ \$3.50/KW and
 First 5000 KWH/MO@\$.115/KWH
 Next 20000 KWH/MO@\$.105/KWH
 Over 25000 KWH/MO@\$.95/KWH
 Plus: Fuel Surcharge for A & B above.

Telephone:

Supplier: Nushagak Telephone Co-operative, Inc. REA financed, subscriber owned telephone utility.

Rates: Business 1 party: \$24/MO
 Residential 1 party: \$16/MO

Labor

The labor force drawn from Western Bristol Bay and Nushagak Bay from Togiak to Koliganek, includes a large number of available workers in all months except July.

Local Government

City: First-class city with city council and City Manager form of government.

	Property Tax	Valuation
Real Property	17 mills	\$9,659,245
Personal Property	17 mills	\$5,588,379

City Sales Tax: 3%

Police Department: One Police Chief, three city patrolmen and one State Trooper. Resident magistrate handles misdemeanors.

Fire Department: 20 volunteer members

Insurance Classification: 9

Borough: Dillingham is not within a borough.

*For further
information
contact:*

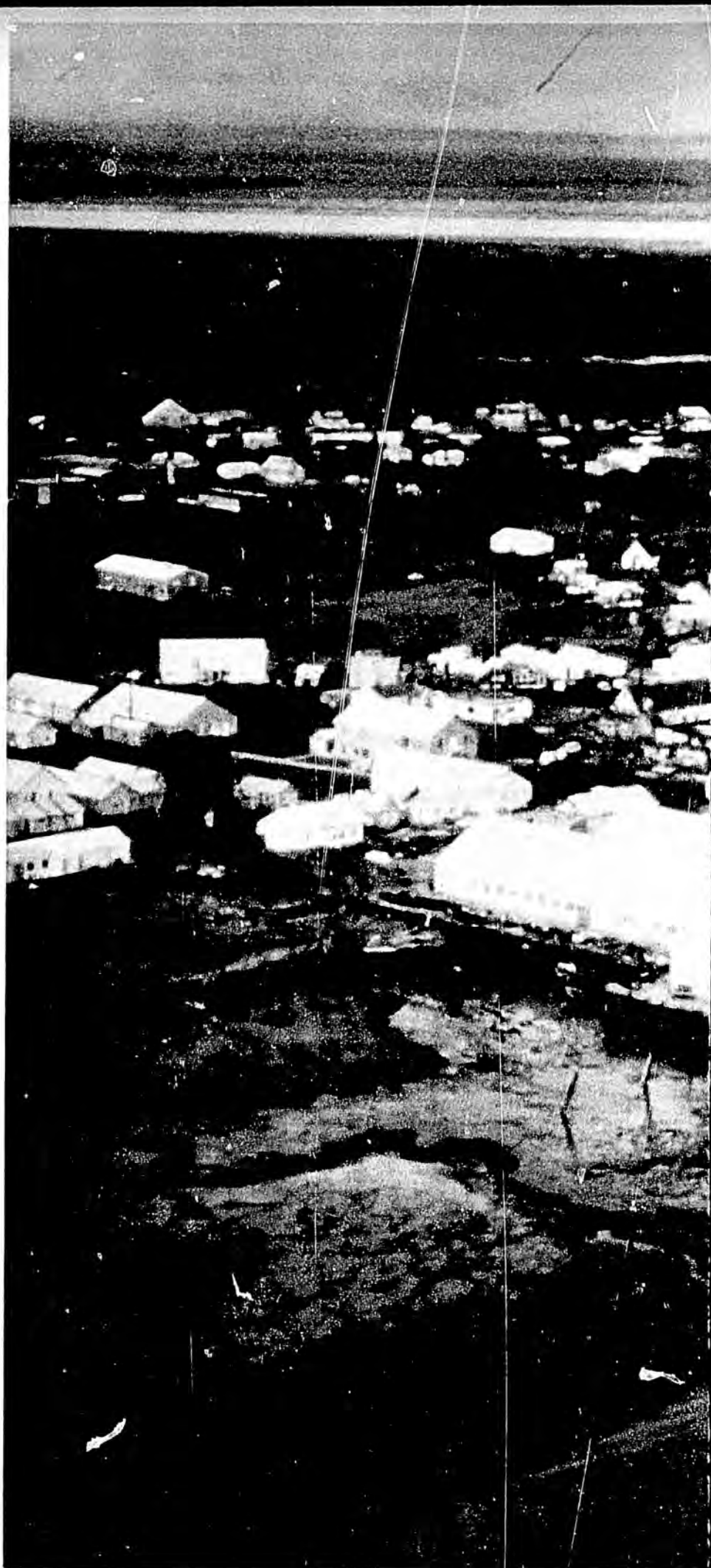
City Manager
City of Dillingham
P.O. Box 191
Dillingham, Alaska 99576

State of Alaska
Department of Commerce &
Economic Development
Division of Economic Enterprise
Pouch EE
Juneau, Alaska 99811



Produced by:

City of Dillingham
and
State of Alaska
Division of Economic Enterprise



DILLINGHAM

P.O. Box 191
Dillingham, Alaska 99576

First Class City

Phone: (907) 842-5211

INCORPORATION DATE: July 12, 1963
POPULATION: 1,360
GENERAL ELECTION: First Tuesday in October
SALES TAX: 3%
CITY COUNCIL MEETS: First and third Thursdays of each month

MAYOR: David Carlson 1981

CITY COUNCIL MEMBERS

B. Sue Lowy 1981
Orris Welch 1981
William Johnson 1981
Duane Bell 1979
Kenneth Wren 1979
Jim Bingman 1979

PLANNING AND ZONING COMMISSION

Dan O'Brien, Chrm. 1979
Lyman Smith 1980
John Pearson 1980
Andrew Golia 1980
William Johnson 1979
Jim McConnell 1981
Leon Braswell 1981

SCHOOL BOARD

Jeri Nelson, Pres. 1980
Judi Nelson 1979
Vi Hasti 1981
Daniel O'Connell 1979
Richard Clark 1980

MUNICIPALLY OWNED UTILITIES

Water
Sewer
Dock

CLERK.....Lois Hermansen
TREASURER.....Lila Tubbs
CITY MANAGER.....Laura Schroeder
ATTORNEY.....Gary Thurlow
CHIEF OF POLICE.....Harry Brink
FIRE CHIEF.....William Darling
EMERGENCY PREPAREDNESS DIRECTOR.....Harry Brink
PUBLIC WORKS FOREMAN.....Lester Lines
PORT DIRECTOR.....Lester Lines
PUBLIC UTILITY MANAGER.....David Bouker
WATER & SEWER SUPERINTENDENT.....Lester Lines
SUPERINTENDENT OF SCHOOLS.....Herbert Oba
PURCHASING AGENT.....Laura Schroeder
ASSESSOR.....David McCabe

NEW STUYAHOK

New Stuyahok, Alaska 99636

Second Class City

Phone: (907) 246-3369

INCORPORATION DATE:	1972
POPULATION:	230
REGULAR ELECTION:	First Tuesday of October
SALES TAX:	None
CITY COUNCIL MEETS:	Second Sunday of each month

(no other information reported)

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT.

C O N T R A C T F O R S E R V I C E S
C O M P R E H E N S I V E P L A N N I N G A S S I S T A N C E P R O J E C T

B E T W E E N

D I V I S I O N O F C O M M U N I T Y P L A N N I N G
D E P A R T M E N T O F C O M M U N I T Y A N D R E G I O N A L A F F A I R S

A N D

T H E C I T Y O F B E T H E L

March 1, 1979

APPENDIX A.

SCOPE OF SERVICES

Introduction

Bethel is located in the lower Kuskokwim River delta, nearly 400 air miles west of Anchorage. Roads do not connect any of the numerous villages in the region. The surrounding communities consist primarily of Yupik Eskimo relying heavily on subsistence activities for their livelihood.

Bethel itself was traditionally a subsistence community and small trading post, but because of its central regional location and proximity to the upper limit of navigation for ocean-going vessels on the Kuskokwim River, the community has evolved into a center for regional trade and governmental services. Rapid growth in government and commercial activities is leading to accelerated construction, and rapid change in the culture, character and composition of the community.

Bethel's recent growth rate has been steadily increasing. According to state revenue sharing figures, Bethel showed a population increase in excess of 300 people between 1976 and 1977, a growth rate of about 11%. Indications are that this year's growth has been at least that rate.

Rural conditions provide special challenges to physical development. Permafrost, river erosion, lack of local materials, and engineering design constraints lead to cost and logistics problems. Social effects of rapid cultural change also need to be considered. The Alaska Native Claims Settlement Act has significantly affected land tenure. Lack of an accurate and complete data base and a stated set of community development policies has made effective local control of activities impacting Bethel difficult and fragmented.

As Bethel and the surrounding region continue to develop, Bethel's position as a regional center will be reinforced, which in turn will provide an impetus of its own for Bethel's growth. The potential of future economic activities of sizeable proportions and external origin (e.g., OCS development, bottomfisheries) may have even more of an impact on Bethel than recent growth.

City residents and officials have long recognized Bethel's predominant role in the region and the need for addressing and managing in a rational manner the varied effects of the City's growth. Bethel faces a variety of constraints and considerations with respect to growth and development. Suitable sites for development, land availability, river bank erosion, inadequate housing and unemployment are a few of the considerations that need to be addressed in Bethel.

The comprehensive development plan, presented here in work program form, is to address these issues, identify the goals and objectives as expressed by Bethel residents and develop a coherent set of policies and management techniques for guiding the future development of Bethel. The plan will provide a framework within which development decisions will be made by Bethel, its inhabitants, and public and private entities operating in

and near Bethel.

The tasks to be accomplished are listed in the following outline:

I. Identify Local Goals and Objectives

These are to be collected and prepared in a manner and format which will relate directly to policies prepared at the end of the project. The goals and objectives should be as concrete as possible so that they can be distributed to city, state and federal officials as useful and effective statements of desired future conditions in Bethel. They should be written as action guides.

The goals and objectives of the residents of Bethel should be expressed, at a minimum, for the following elements of the comprehensive plan:

- A. Economic Development
- B. Population Growth and Distribution
- C. Land Use and Availability
- D. Housing
- E. Transportation and Communications
- F. Capital Improvements and Utilities
- G. Social Services and Issues
- H. Culture, Heritage and Lifestyle
- I. Local Government
- J. Education
- K. Recreation
- L. Natural Hazards

II. Inventory

A. Physical Environment

Basic to the preparation of a community development plan is the identification, collection and display of physical data necessary for meaningful plan preparation. Therefore, the following information, at a minimum, shall be collected:

1. Water quality, quantity and location (surface and ground)
2. Soils and Permafrost
3. Floodplains (100-year)
4. Weather including microclimates
5. Mineral deposits including gravel
6. Topography and drainage patterns
7. Erosion and other natural hazards
8. Vegetation
9. Fish and wildlife habitats and migration routes
10. Geology

B. Socioeconomic Environment

In addition, current socioeconomic information is necessary to establish existing community characteristics and provide a basis for reasonable projections. At a minimum, the following information shall be collected:

PLEASE SIGN - IF YOU WISH TO TESTIFY AT THIS HEARING

Bethel 9/23/79

NAME	MAILING ADDRESS	GROUP NAME OR ORGANIZATION IF REPRESENTING SUCH
x Corey Flintoff	KVUK	
Maite Wassie	P.O. Box 41	
Marie Stewart	P. Box 1155 Bethel	Self
NORMAN COHEN	RURAC CAP, Anch	RURAC CAP
Harold Spack	NUNAM KITLUUTI	
Lucas Taylor	Quinn Heights, AK	
x Joe [unclear]	Bethel	AUCLP
George [unclear]	P.O. Box 368 Bethel	KCC
x [unclear]	Box 355 [unclear]	City of Bethel
David S. Elliott	Box 68	Manila, Bethel
	[unclear]	City of Bethel
DANT BOVIETTE	Box 215 Bethel	AUCLP
JOHN ANGLAK	Box 343	AUCLP [unclear]
John Carter	KCC DORM	Student -
Fred [unclear]	KCC DORM	[unclear]
[unclear]		STAFF -
[unclear]		
[unclear]		
[unclear]	Box 801	AUCLP
[unclear]		
Terry Hoeller	Box 348	Self
[unclear]	Box 1295	Self
Rosie Porter	Box 868	Bethel, AK 99559

Mapoleon
Peter [unclear]

[unclear]

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AS A UNIT IN THE ORIGINAL DOCUMENT.

DILLINGHAM

P.O. Box 191
Dillingham, Alaska 99576

First Class City

Phone: (907) 842-5211

INCORPORATION DATE: July 12, 1963
POPULATION: 1,360
GENERAL ELECTION: First Tuesday in October
SALES TAX: 3%
CITY COUNCIL MEETS: First and third Thursdays of each month

MAYOR: David Carlson 1981

CITY COUNCIL MEMBERS

B. Sue Lowy 1981
Orris Welch 1981
William Johnson 1981
Duane Bell 1979
Kenneth Wren 1979
Jim Bingman 1979

PLANNING AND ZONING COMMISSION

Dan O'Brien, Chrm. 1979
Lyman Smith 1980
John Pearson 1980
Andrew Golia 1980
William Johnson 1979
Jim McConnell 1981
Leon Braswell 1981

SCHOOL BOARD

Jeri Nelson, Pres. 1980
Judi Nelson 1979
Vi Hasti 1981
Daniel O'Connell 1979
Richard Clark 1980

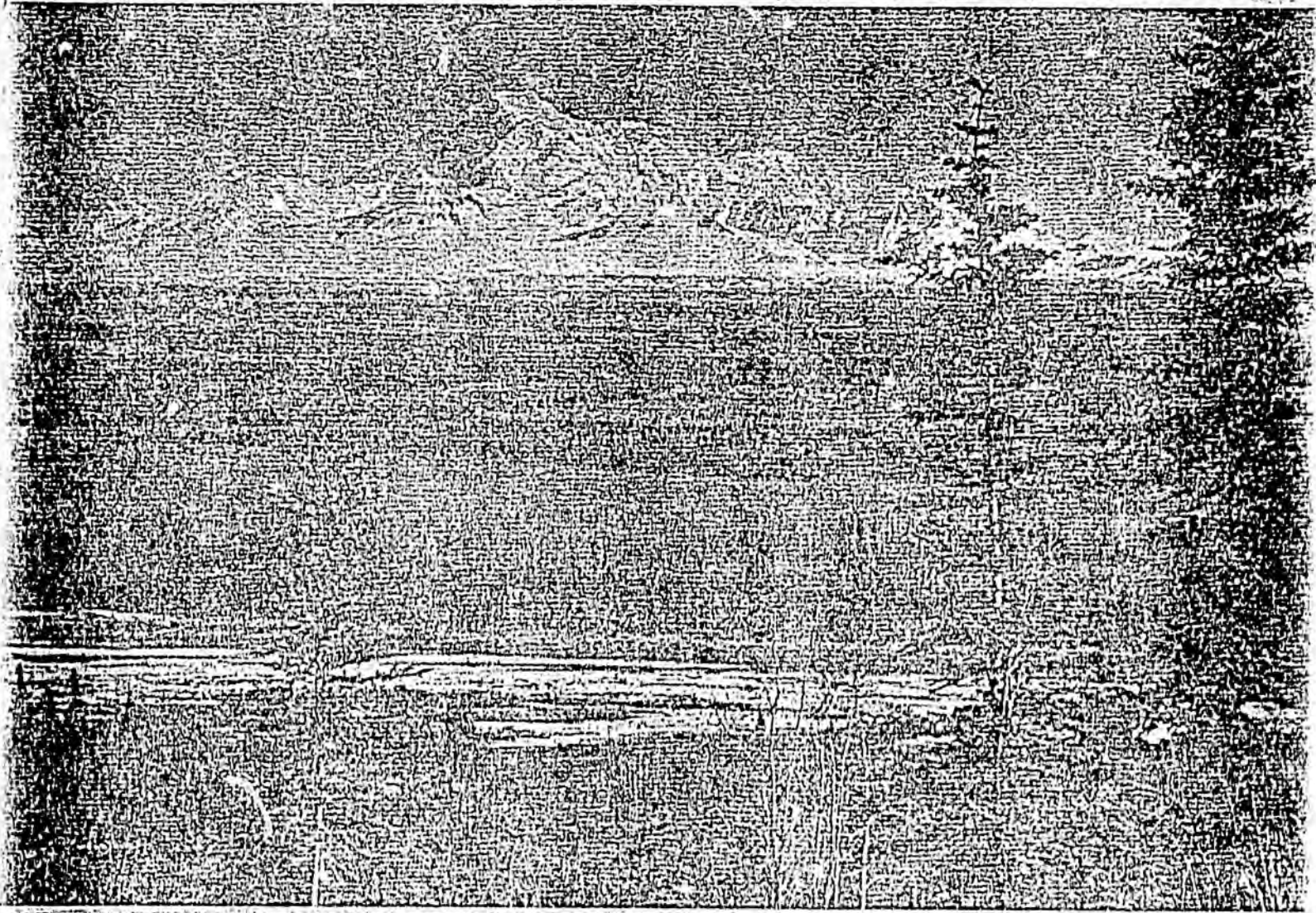
MUNICIPALLY OWNED UTILITIES

Water
Sewer
Dock

CLERK.....Lois Hermansen
TREASURER.....Lila Tubbs
CITY MANAGER.....Laura Schroeder
ATTORNEY.....Gary Thurlow
CHIEF OF POLICE.....Harry Brink
FIRE CHIEF.....William Darling
EMERGENCY PREPAREDNESS DIRECTOR.....Harry Brink
PUBLIC WORKS FOREMAN.....Lester Lines
PORT DIRECTOR.....Lester Lines
PUBLIC UTILITY MANAGER.....David Bouker
WATER & SEWER SUPERINTENDENT.....Lester Lines
SUPERINTENDENT OF SCHOOLS.....Herbert Oba
PURCHASING AGENT.....Laura Schroeder
ASSESSOR.....David McCabe

Blair Allen

The Ahtna Region



Background for Regional
and Community Planning

Div. of Community Planning

THE AHTNA REGION

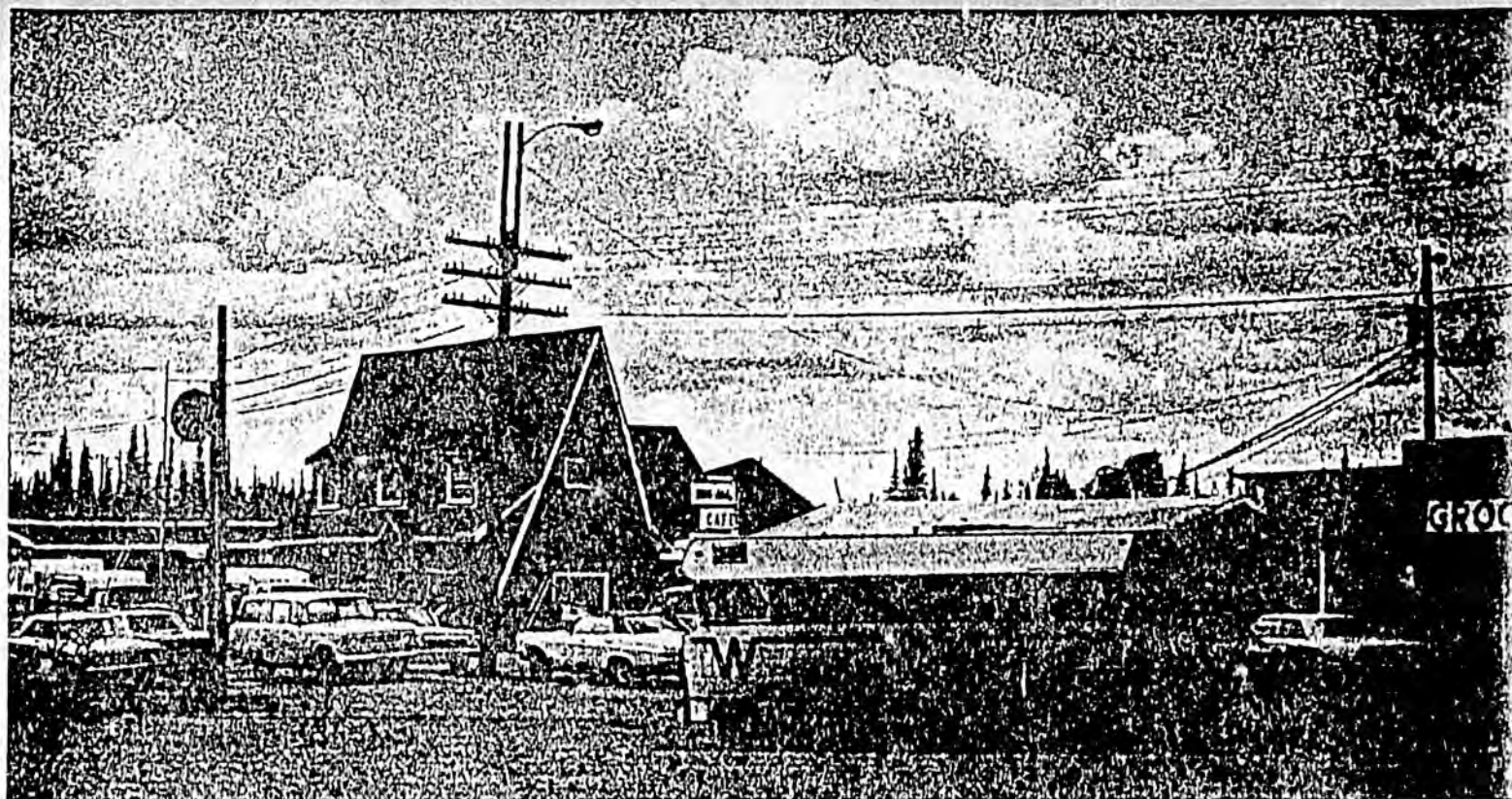
Background for Regional and Community Planning

Prepared by the AHTNA, Inc.

with the assistance of

The Arctic Environmental Information and Data Center
University of Alaska
October, 1973

The preparation of this report and all maps contained herein was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under provision of Section 701 of the Housing Act of 1954 as amended, and administered through the Community Research and Planning Division of the Alaska State Department of Community and Regional Affairs.



GLENNALLEN

By HERBERT SMELCER

Location: Glennallen is located on the Glenn Highway, two miles west of the junction of the Glenn and Richardson Highways, in the Copper River Basin. It is in the Valdez-Chitina-Whittier Census District.

History: Glennallen is a road stop and highway junction. Its name is derived from the combined last names of Capt. Edwin F. Glenn and Lt. Henry Tureman Allen, both leaders in early exploration of the Copper River region.

Economy: Glennallen is the center of growth in the AHTNA region. Most of its economy is based on highway oriented businesses and governmental services.

Climate: The Copper River Basin is a smooth plain 1,000 to 2,000 feet above sea level, trenched by the 100- to 500-foot valleys of the Copper River and its tributaries. To the southwest is the Lake Louise Plateau, a 2,200- to 3,500-foot-high upland with morainal and stagnant ice topography. The surrounding mountains block any maritime influences; the

climate is rather continental. The annual temperatures range from -16° to 68° . Precipitation amounts to twelve inches annually. Snow measures 42.4 inches per winter. The prevailing wind blows from the southeast at a mean hourly rate of 6.5 mph. The growing season is only seventy-eight days long.

Floods: Glennallen itself is at an altitude of 1,572 feet above sea level. It has no serious flood problems, although local drainage leaves something to be desired.

Soil: Permafrost present in the Glennallen area has caused problems with settlement of foundations and construction of roads.

Water: There is no central water system. Individual wells average about 150 feet in depth. Water is difficult to obtain and, when found, it is reported to be highly mineralized. (The Road Commission has an eight-inch well, 185 feet deep which supplies 50,000 gallons per day).

Liquid waste: Individual seepage pits and septic tanks are used for waste disposal.

Solid waste: Commercial pickup and disposal service—dumping in a gravel pit site.

Telephone: The Copper Valley Telephone Cooperative provides telephone services for Glennallen. The monthly rates are between \$16 and \$18 for businesses and between \$10 and \$12 for residential.

Electricity: The Copper Valley Electric Association provides electricity for Glennallen. The annual total KWH is 3,699,990; installed capacity is 2,400 KW (internal combustion). Rates are as follows: Under 2500 KWH @ \$0.085/KWH; over 2500 KWH @ \$0.065/KWH. For the first 10 KW, there is no demand charge; \$3 per KW over 10 KW of demand.

Fire Protection: There is a volunteer fire department with an approximately sixteen-man force. State fire protection revenue sharing is received.

Schools: Elementary and secondary education is provided by a State Operated School (SOS) rural school. There are 319 students in kindergarten through twelfth grade. Alaska Bible College has three full-time and seven half-time faculty members, and thirteen full-time and two half-time students.

Library: Library services are provided by the State Library Mail Service and School Mail Service.

Business: There are sixty-eight businesses licensed to operate in Glennallen.

Community Facilities

Medical/Dental: Faith Hospital and Clinic has seven beds and two doctors. There is one dentist. However, dental care is obtained primarily in Anchorage and Palmer.

General: There are three churches, newspapers from Anchorage, and one financial institution (National Bank of Alaska).

Community Hall: The high school is used for movies, meetings, etc., and by business and social organizations, such as the Lions, PTA, etc.

Recreation: There are several campgrounds for campers, hunting, fishing, and numerous scenic views.

Radio/Television: KCAM radio is located in Glennallen, and Cable TV and radio broadcasts are received from other communities.

Police Protection: There are six State Troopers serving the whole region.

Planning Considerations

We have included information on Glennallen, the present regional growth center, because the future of this community is of great importance to the physical, economic, and social planning of the whole region.

To date, Glennallen's growth has been scattered and without the guidelines of an overall community plan, (Figure 51).

The impact of the pipeline construction will result in quick expansion of residential, commercial, and industrial sites. Unless coordinated through an overall community growth plan, the present random, scattered pattern of land use will be compounded. The result will be great cost to private and public owners for the development of services and facilities, and a general deterioration of the landscape.

The Glennallen area has great potential for becoming the main distribution center of the whole region. It is at the crossroad of major highways, and is in an area where long-lasting tourist potential will continue to attract people for many years. The mineral potential of areas which gain access through these major highways is still untapped. Decisions made in response to the temporary developments for pipeline-oriented uses, should give consideration to the long-range potential of this community. Controls should be developed for land use to allow for both the functional use of the land and protection of the environment. In areas such as this, where tourism is based upon the beauty of physical features, protection of the environment means dollars.

Glennallen should join the Native community in their concern for development of long-lasting land use development policies. No local government is presently available in the area to set guidelines for orderly growth. Lack of government will prevent effective assistance from the State and Federal government during the next critical years of pipeline construction. People will come to the area with and without jobs. These people will bring an increased demand for governmental services and controls.

The possibility of developing a municipal corporation should be considered and assistance should be sought from the State Department of Community and Regional Affairs to evaluate governmental alternatives and to develop a long-range community development plan which would consider the physical, social, and economic needs of this area.

Table 56

GLENNALLEN

SELECTED CENSUS DATA, 1970Age and Sex of Population

<u>Age</u>	<u>Male</u>	<u>Female</u>
Under 5	22	19
5-9	28	25
10-14	20	29
15-19	16	22
20-24	11	9
25-34	26	30
35-44	28	27
45-54	16	13
55-64	12	8
65+	<u>1</u>	<u>1</u>
Total	180	183
Median Age	22.0	19.3

Total Population by Race

White	326
Non-white	<u>37</u>
Total	363

HOUSING DATACount of Housing Units

Owner-Occupied	40
Renter-Occupied	51
Vacant	<u>18</u>
Total Year-round Housing	109
Seasonal Housing	<u>0</u>
Total Housing Units	109

Plumbing Facilities

With all plumbing facilities	67
Lacking one or more plumbing facilities	<u>42</u>
Total	109

Occupancy - Persons Per Room (ppr)

	<u>No. of Units</u>
1.00 ppr or less	63
1.01-1.50 ppr	12
1.51 ppr or more	<u>16</u>
Total	91

Type of Structure (Year-round Housing)

1 Unit	58
2 or More Units	25
Occupied Mobile Home/Trailer	<u>26</u>
Total	109

Toilet Facilities

Flush toilet for own use	67
Shared flush toilet	3
No flush toilet	<u>39</u>
Total	109

Value of Owner-Occupied Units

<u>Value</u>	<u>Number</u>
Less than \$5,000	5
\$5,000 - \$9,999	1
\$10,000 - \$14,999	4
\$15,000 - \$19,999	2
\$20,000 - \$24,999	0
\$25,000 - \$34,999	1
\$35,000 - \$49,000	1
\$50,000 or more	<u>0</u>
Total	14
Total Owner-Occupied	40

Prepared by the State Department of Community and Regional Affairs.

Table 57

GLENNALLEN

LOCATION AND REGION

Lat. 62°07' N. Long. 145°33' W.
Twn. 4N Rnge. 2W Mer. Copper River

COMMUNITY UTILITIES-FACILITIES

Water source/system/quality analysis:
Obtained from central watering point
(Old Highway Camp). Individual wells.
Water in most homes.

Sewerage system/disposal:
Septic tanks and privies.

Power:
Copper Valley REA.

Community Building Yes Churches 3
Alaska Bible College, Catholic,
Pentacostal.

MANPOWER--State Department of Labor

Category	Primary Occupations, Surveyed Population		
	Total	Em- ployed	Unem- ployed
Total	130	66	64
Prof/Tech/Mgt	29	21	8
Cler. & Sales	22	10	12
Service	17	9	8
Farm/Fish/Forest	4	1	3
Processing	1	0	1
Machine Trades	6	3	3
Bench Work	1	0	1
Structural	29	15	14
Miscellaneous	10	7	3
Not Identified	11	0	11

MINERALS

Metallic: None reported.
Nonmetallic: None reported.
Coal: None reported.
Petroleum: Drilling in the area to date has resulted in dry holes.

GOVERNMENT

Local Unincorporated
Borough Unorganized

Townsite
Elec. Dist: Old 8 New 6
Census Division Valdez-Chitina

TRANSPORTATION-COMMUNICATION

Airport: Loc. 12 m. from Glennallen
Class Civ. Elev. 1578 Beacon/Ltg Yes
Lgth & Surf. 5200 Asphalt
Bush plane based/community Yes
(comm'l services 5 days per week).

Land: Road/trail/rail/connections
A road stop and highway junction,
Glenn & Richardson Highways.
Served by freight transportation companies.

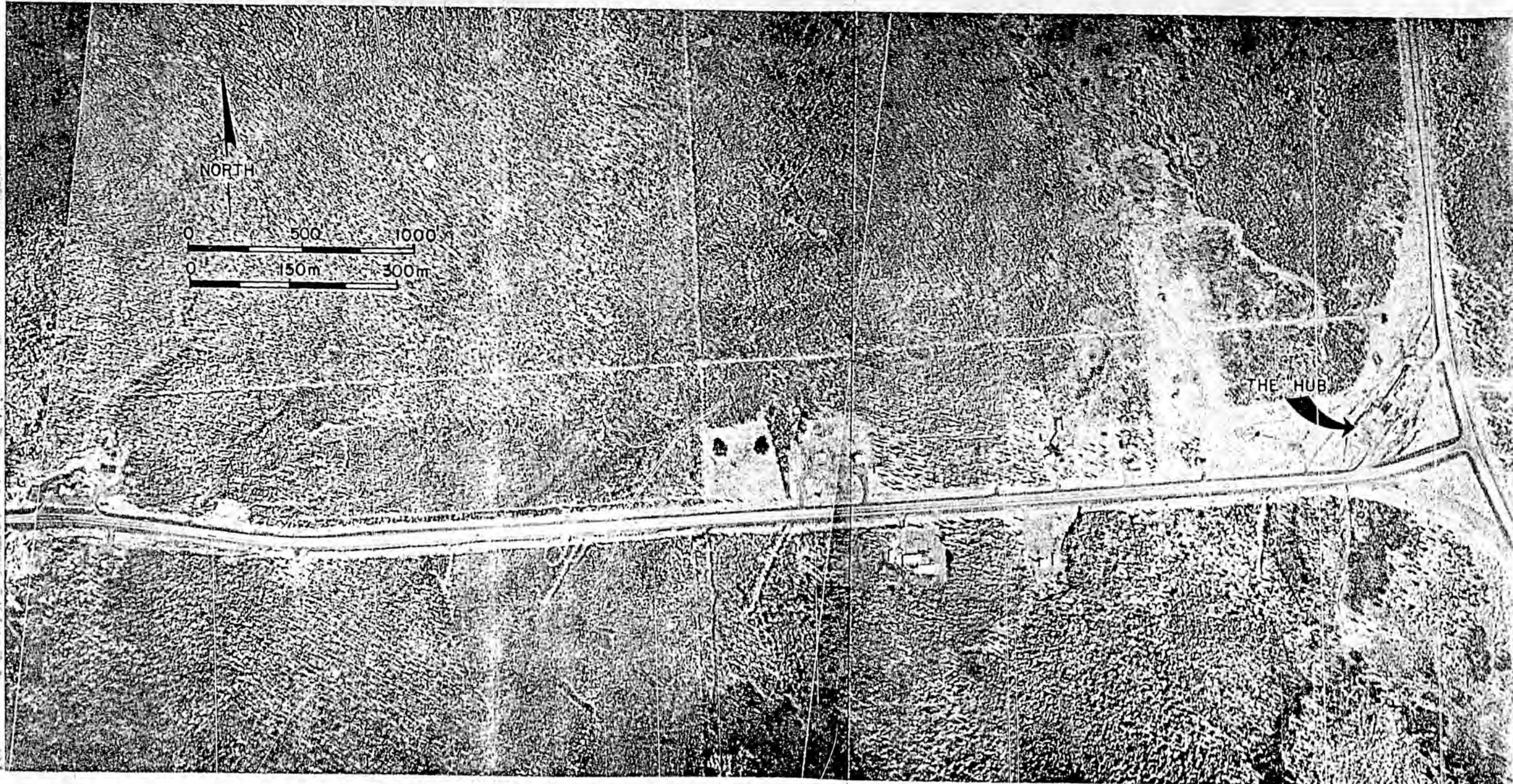
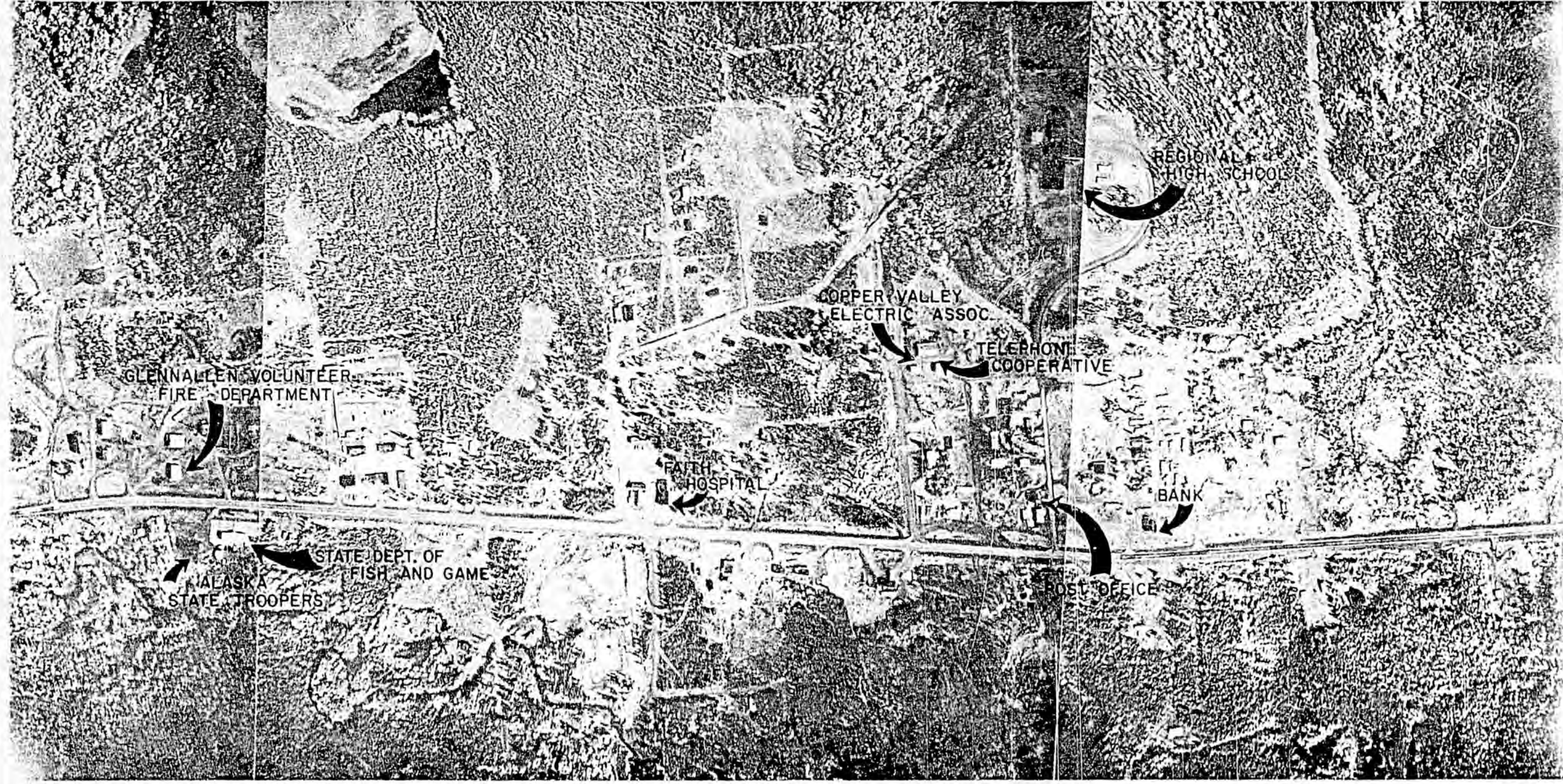
Age Distribution, Surveyed Population Range	Total	Years of School Completed	
		Range	Total
Total	130	Total	130
16-17	7	1-4	3
18-21	49	5-6	5
22-35	50	7-8	16
36-49	21	9-12	64
50-65	2	13-16	26
65+	1	16+	15
Unknown		Unknown	1

FISHERIES - Subsistence: Burbot, grayling, salmon, sucker, trout, whitefish.

WILDLIFE - Subsistence: Black bear, beaver, caribou, coyote, red fox, hare, land otter, lynx, marten, mink, moose, muskrat, porcupine, Dall sheep, ground squirrel, weasel, wolverine, wolf. Ducks, geese, ptarmigan, spruce hen, grouse.

FORESTS - VEGETATION - Subsistence: Berries, greens/roots. Timber is utilized for firewood.

Extracted from tables developed by the Joint Federal-State Land Use Planning Commission.



HOOPER BAY

P.O. Box 37
Hooper Bay, Alaska 99604

Second Class City

Phone: (907) 329-8001

INCORPORATION DATE: February 7, 1966
POPULATION: 648
REGULAR ELECTION: Second Tuesday in October
SALES TAX: 2%
CITY COUNCIL MEETS: As required

MAYOR: Richard Nanuk 1980

CITY COUNCIL MEMBERS

Bosco Olson 1980
Arthur Lake 1980
Gabriel Seton 1981
Theodore Hunter, Sr. 1980
August Seton 1979
Carl Smith 1980

ADVISORY SCHOOL BOARD

Bosco Olson
Christopher Lake
Dolores Kawagley
Theodore Hunter, Sr.

CLERK.....Josephine Smith
TREASURER.....Gabriel Seton
ADMINISTRATOR.....Agnes Hoelscher
CHIEF OF POLICE.....Larry Lake
HEALTH AIDE DIRECTOR.....Magdalene Smith
AVEC OPERATOR.....Phillip Smart
AIRPORT MANAGER.....Harold Smith
SUPERINTENDENT OF SCHOOLS.....Laverne Etter

Hooper Bay

DRAFT

ALASKA COASTAL COMMUNITY PROFILES

Prepared for

Alaska Department of Environmental Conservation
Division of Water Programs
Environmental Analysis Section

Prepared by

Homan Associates
Juneau, Alaska

December 1975

Hooper Bay, 99604

LOCATION

Latitude: 61° 32'N
Longitude: 166° 06'W

Borough: Unorganized
Native Regional Corporation Within Which Located: Calista
Township: 17N
Range: 93W
Meridian: Seward

CLIMATE

See Scammon Bay for approximate weather data

Average Daily Maximum Temperature for January: NA
Average Daily Minimum Temperature for January: NA
Average Monthly Temperature for January: NA

Average Daily Maximum Temperature for July: NA
Average Daily Minimum Temperature for July: NA
Average Monthly Temperature for July: NA

Highest Recorded Temperature: NA Date: NA
Lowest Recorded Temperature: NA Date: NA

Degree Days at Base 65°F: Heating: NA Cooling: NA Date: NA

Mean Annual Precipitation: NA
Highest Monthly Precipitation Recorded: NA Date: NA
Lowest Monthly Precipitation Recorded: NA Date: NA

Mean Annual Snowfall: NA
Highest Monthly Snowfall Recorded: NA Date: NA

Mean Hourly Speed of Wind: NA
Fastest Recorded Wind Speed: NA Date: NA
Prevailing Wind Direction: Winter: NA Summer: NA
Climatological Data Base: NA

LOCAL GOVERNMENT

Date of Incorporation: 1966
Form of Government: 2nd Class

LOCAL GOVERNMENT - continued

Property Tax: None
Sales Tax

Rate: 2% Date: 1974

Assessed Value of Real Property: None
Assessed Value of Personal Property: None

Local Police

Full-time: None
Part-time: 2
Date: 1973

State Troopers: From St. Marys Date: 1975

Local Constables: None Date: 1975

Judiciary

Number: 1
Type: Magistrate
Date: 1974

Firefighters

Paid: NA
Volunteer: NA
Date: 1975

Number of Pieces of Firefighting Equipment: NA Date: 1975

Ambulances: NA

Fire Insurance Classification: 10

PEOPLE

Population

1950: 307
1960: 460
1970: 490

Latest Population Estimate: 556 Date: 1974

Population Projections: NA Date: NA Source: NA

1970 Population Statistics

Native Population: 477
Non-native Population: 13

Male Population: 245
Female Population: 245

Male Median Age: 14.4
Female Median Age: 13.3

Males Under Five Years of Age: 35
Females Under Five Years of Age: 37
Total Children Under Five Years of Age: 72

Males 5-19 Years of Age: 119
Females 5-19 Years of Age: 121
Total Persons 5-19 Years of Age: 230

PEOPLE - continued

Males 20-44 Years of Age: 56
Females 20-44 Years of Age: 60
Total Persons 20-44 Years of Age: 116

Males 45-64 Years of Age: 29
Females 45-64 Years of Age: 25
Total Persons 45-64 Years of Age: 54

Males Over 65 Years of Age: 6
Females Over 65 Years of Age: 2
Total Persons Over 65 Years of Age: 8

Main Industries: NA

Employment

Total Employment: NA
Percent Unemployed: NA
Source: NA
Date: NA

Number Employed In

Agriculture: NA
Construction: NA
Finance, Insurance, Real Estate: NA
Government: NA
Mining: NA
Manufacturing/Processing: NA
Service: NA
Trade--Wholesale/Retail: NA
Transportation: NA
Miscellaneous: NA

Business Licenses Issued Within ZIP Code Area

Number: 12
Date: 1974

Gross Business Receipts Within ZIP Code Area

Gross Business Receipts: \$37,757
Date: 1973

TRANSPORTATION FACILITIES

Highway Links to Other Parts of Alaska: None

Number of Miles of Locally Maintained Roads in 1975: NA (1.6 mi State roads in Area)

Number of Vehicles Registered in ZIP Code Area - 1975

Total Number of Vehicles Registered: 4

Automobiles: 3
Motorcycles: 0
Pickups: 1
Trucks: 0
Busses: 0
Mobile Homes: 0
Commercial Trailers: 0
For Hire: 0
Farm: 0
Off Highway: 0
State: 0
City/Borough: 0

TRANSPORTATION FACILITIES - continued

Rail Service: None

Airfields

<u>Length</u>	<u>Width</u>	<u>Surface Composition</u>	<u>Operator</u>
4000'	100'	Asphalt	City

Air Carriers Serving Community

<u>Scheduled Air Carriers</u>	<u>Frequency of Service</u>
Wien Air Alaska	5 per week

Locally Based Non-scheduled Air Carriers: 2

Bus Lines: None

Taxi Companies: None

Local Surface Freight Carriers: None

Waterborne Carriers: BIA - NORTH STAR III

Docks: Lighter to beach

Alaska Marine Highway Service: No

Cruiseship Port of Call: No

Breakwaters: None

Small Boat Harbors

Number of Small Boat Harbors: 1

Number of Moorage Spaces: Open Moorage

Typical Method(s) of Access to the Community From Elsewhere in Alaska: Air

UTILITIES

Water

<u>Source</u>	<u>Supplier</u>	<u>Capacity</u>	<u>Consumption/Production Data</u>
Community Well with CL & FL	City	10M GPD to Watering Point	NA

Sewer

<u>Treatment Type and/or Disposal Method</u>	<u>Operator</u>	<u>System Capacity</u>
Honeybuckets to Bunkers	NA	NA

Electricity

<u>Source</u>	<u>Supplier</u>	<u>Capacity</u>	<u>No. of Consumers</u>
Diesel	AVEC	425 KW	97

Solid Waste Disposal

<u>Type of Solid Waste Disposal</u>	<u>Operator</u>
NA	NA

COMMUNICATIONS FACILITIES

Telephone: None

Radio-Telephone

<u>Operator</u>	<u>Call Sign or Phone Number</u>
State	KWE 58
RCA	NA
ADMA	NA
BIA	NA
PHS	NA

COMMUNICATIONS FACILITIES - continued

Television Stations Received: KYUK-TV, Public, From Bethel

Cable Television: None

Radio

<u>Station</u>	<u>Frequency</u>	<u>Type (AM, FM, Public, Military - Local)</u>
KYUK	580 KZ	AM, Public - From Bethel
AFRS	1240 KZ	AM, Military - From Cape Romanzof

Newspapers: None

Post Office

Class: 3rd

Number of Deliveries: 80

HEALTH FACILITIES

Hospitals: None

Clinics or Health Centers: Clinic

Total Doctors: None

Total Licensed Nurses: None

Total Dentists: None

Nursing Homes: None

Other Medical Facilities: None

Other Medical Personnel: 3 Health Aides, PH Nurse from Bethel

EDUCATIONAL FACILITIES

Name of College/University: None

Number of Secondary Schools: None

Number of Intermediate Schools (Junior High School): None

Number of Elementary Schools: 1

<u>Grades</u>	<u>Operator</u>	<u>Enrollment</u>	<u>Teachers</u>	<u>Facilities Open to Public</u>
K-9	BIA	192	12	NA

Name of Vocational Schools: None

COMMUNITY AND RECREATIONAL FACILITIES

Libraries: 1

Banks: None

Savings and Loan Institutions: None

Churches: 2

Campgrounds: None

Theaters: 1

Ski Areas: None

Other Facilities: Community Hall

HOUSING FACILITIES

1970 Housing (Census)

Total Housing Units: 74

Single Units: 70

Two or More Units: 4

Mobile Homes: 0

Vacancies: 1

1975 USPHS Housing Data or Other Housing Estimate (Total Units): NA

Hotel/Motels: None

OTHER GOVERNMENT FACILITIES

Federal: Post Office

State: NA

Local: Jail

Military: Armory

FOOTNOTES

None

SOURCES OF COMMUNITY INFORMATION

Mayor

City of Hooper Bay

General Delivery

Hooper Bay, Alaska 99604

Phone 543-2029

HOOPER BAY

P.O. Box 37
Hooper Bay, Alaska 99604

Second Class City

Phone: (907) 329-8001

INCORPORATION DATE: February 7, 1966
POPULATION: 648
REGULAR ELECTION: Second Tuesday in October
SALES TAX: 2%
CITY COUNCIL MEETS: As required

MAYOR: Richard Nanuk 1980

CITY COUNCIL MEMBERS

Bosco Olson 1980
Arthur Lake 1980
Gabriel Seton 1981
Theodore Hunter, Sr. 1980
August Seton 1979
Carl Smith 1980

ADVISORY SCHOOL BOARD

Bosco Olson
Christopher Lake
Dolores Kawagley
Theodore Hunter, Sr.

CLERK.....Josephine Smith
TREASURER.....Gabriel Seton
ADMINISTRATOR.....Agnes Hoelscher
CHIEF OF POLICE.....Larry Lake
HEALTH AIDE DIRECTOR.....Magdalene Smith
AVEC OPERATOR.....Phillip Smart
AIRPORT MANAGER.....Harold Smith
SUPERINTENDENT OF SCHOOLS.....Laverne Etter

NEW STUYAHOK

New Stuyahok, Alaska 99636

Second Class City

Phone: (907) 246-3369

INCORPORATION DATE: 1972
POPULATION: 230
REGULAR ELECTION: First Tuesday of October
SALES TAX: None
CITY COUNCIL MEETS: Second Sunday of each month

(no other information reported)

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT.

FORT YUKON

P.O. Box 269
Fort Yukon, Alaska 99740

Second Class City

Phone: (907) 662-2479

INCORPORATION DATE: February 17, 1959
POPULATION: 637
REGULAR ELECTION: First Tuesday of April
SALES TAX: 3%
CITY COUNCIL MEETS: First Monday of each month

MAYOR: Jonathan Solomon 1979

CITY COUNCIL MEMBERS

David Shewfelt 1981
Sam Hughes, Sr. 1980
Nancy James 1980
Cliff Fairbanks 1979
Richard Carroll 1979
Mark Williams 1981

CITY PLANNING COMMISSION

David Shewfelt
W.J. Lamoureux
Cliff Fairchild
Walter Peter

ADVISORY SCHOOL BOARD

Daisy Stevens
David Shewfelt
Emma Flitt
Alice Carroll
Marylou Lamoureux

CLERK/TREASURER.....Mae B. Peter
CITY MANAGER.....W.J. Lamoureux
ATTORNEY.....Richard Burke
CHIEF OF POLICE.....Cliff Christensen
FIRE CHIEF.....Grafton Bergman
MAGISTRATE.....W.J. Lamoureux
SUPERINTENDENT OF SCHOOLS.....James Whitt

gordon - V. H. cupitt
V. H. cupitt
UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Alaska Region

April 8, 1977



TO THE READER

The Alaska Native Land Claims Settlement Act, the Resources Planning Act of 1974 and National Forest Management Act of 1976, greatly strengthen the opportunities for improved management of the Nation's forest and rangelands.

This Area Guide considers the possibility of the Porcupine National Forest which was recommended by the Secretary of the Interior and inter-agency planners during 1973-1976. The Secretary's proposal also recommends a system of National Parks, National Wildlife Refuges and Wild and Scenic Rivers. These opportunities are particularly important in Alaska as lands pass to State and private ownership and areas are designated into these four systems.

The changes that can occur as lands move from passive stewardship to active management can be profound. It is essential that the impacts of these changes be assessed as early as possible and management tailored to meet the needs of the people and the land.

To do this will require close working relationships with the State of Alaska, Native organizations, community leaders and citizens, and Federal agencies. The Forest Service commits itself to an open process of public involvement so that we may be responsive to local as well as National needs. I sincerely urge you to carefully study this preliminary Area Guide and become involved in its revision.

John A. Sandor
JOHN A. SANDOR
Regional Forester

Recognizing the State's responsibilities in land-use planning, the Forest Service has attempted to relate its planning efforts to those of the State.

In order to identify planning units within the State we have coordinated with the Alaska Division of Policy Development and Planning. While our planning units may not be identical to the State's, we will move in that direction.

Since the planning area is the largest geographic zone that can address local issues, it must contain elements that lead to similar management opportunities and constraints.

The planning areas have been determined by dividing the State into areas similar in resources, physical characteristics, economic and social needs.

In Alaska as elsewhere, resources vary according to climate, latitude, marine influence, elevation and drainage. Major resource divisions exist between the Arctic slope; the western, south central and southeastern coasts; and the interior.

Physical characteristics vary from broad river deltas on the west coast to high mountain ranges, uplands and intervening river valley lowlands of the interior.

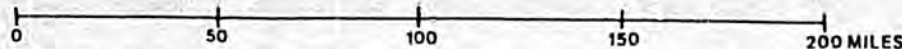
Economic conditions are related to the demand for resources, transportation systems and the relationship of market demand to source of supply. Some of the major economic divisions are roaded vs. unroaded areas and urban vs. bush (rural) areas.

Social needs are also varied. Native ethnic differences, both linguistic and tribal exist. Political associations and lifestyle are some major divisions related to Village and Regional corporations and to urban-rural differences.

From the onset it was recognized that delineating an area suitable for every purpose was impossible. Different boundaries are chosen to serve different purposes. In Alaska, organized boroughs have planning authority. However, most of the State is in the unorganized borough for which the Legislature is the governing body. Native corporations, formed under ANCSA, have distinct geographic boundaries for which they are accumulating planning data. Census divisions, in many instances, follow the organized borough lines and to some extent the Native regional corporation boundaries. In turn, these boundaries correspond in part to hydrographic regions for which resource data has been gathered by the LUPC.

PLANNING AREA

SCALE

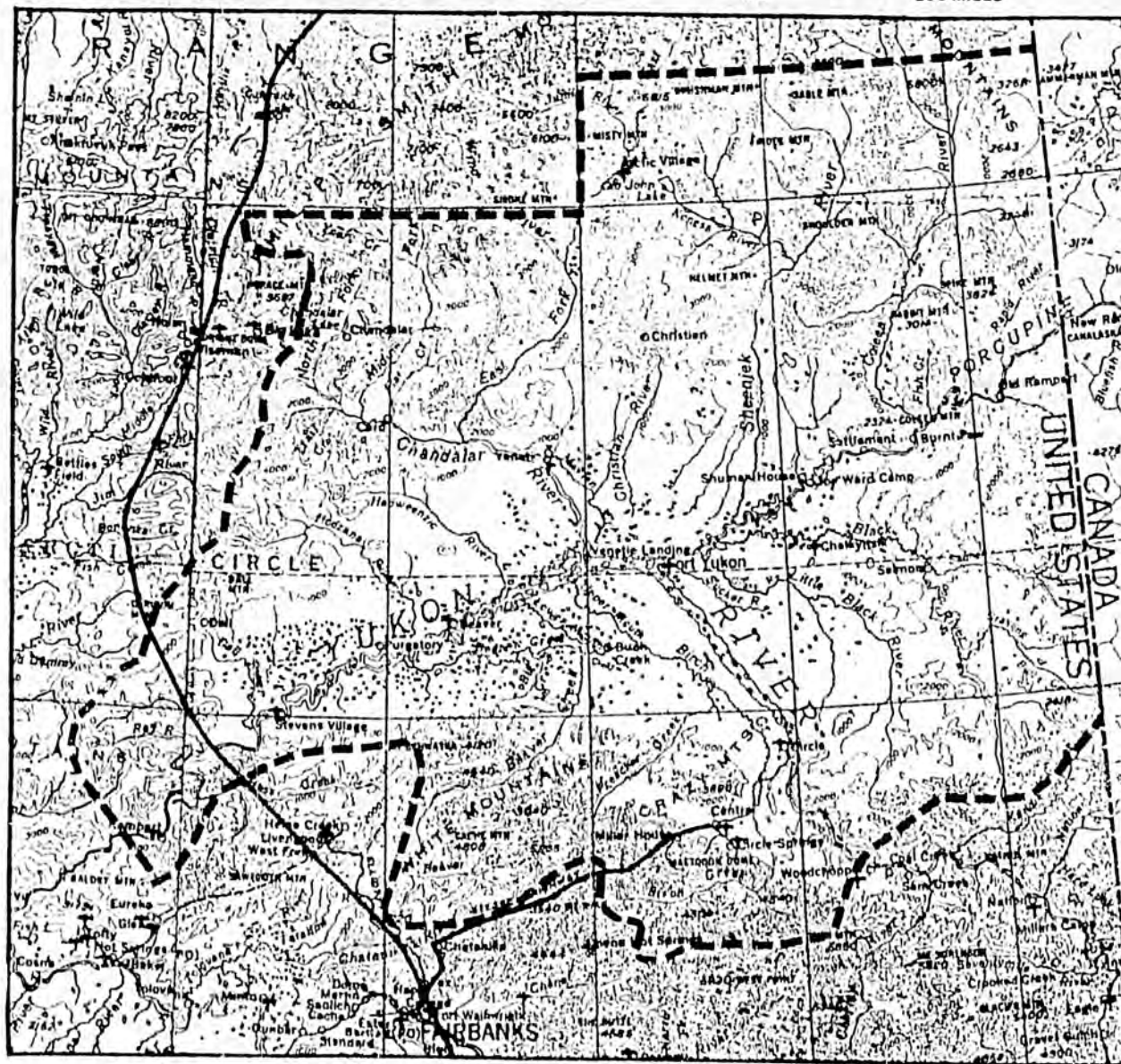


The 31 million acre Yukon-Porcupine Planning Area lies astride the Arctic Circle. It is rimmed on the north by the Brooks Range, on the east by the Canadian Boundary, on the south by the Yukon Uplands north of the Kandik River, the Tanana Hills at Circle and the White Mountains. The western edge of the Area ends at Rampart.

Year-around access to the Area and its communities is primarily by scheduled and chartered air service. In the summer, however, river travel is possible. The Trans-Alaskan pipeline and its associated haul road crossing below Stevens Village and the Steese Highway between Fairbanks and Circle, provide road access to the southern and western edge of the Area. Various old trails linking villages and serving traplines may be used for winter travel.

The gentle uplands and low mountains of the Porcupine plateau comprising the northern and eastern portion of the Area and the vast Yukon Flats lying to the southwest are major landscape features.

The Porcupine River entering from the east in Canada flows southwest through the spectacular Rampart Canyon before it winds onto the Yukon Flats joining the Yukon River at Fort Yukon. The Coleen and Sheenjek rivers are its major tributaries flowing south out of the Brooks Range across the highlands in broad valleys. Tributaries from the south, the Black and other lesser streams meander out of the low hills across broad flats. The great Yukon courses into the Area from the southeast literally dividing the Area in two



YUKON-PORCUPINE

To the west and south, the hill country merges almost imperceptibly into the Yukon Flats, a vast lake-dotted alluvial flood plain extending below Stevens Village. Meandering tributary streams such as Birch and Beaver Creeks drain the White Mountains and Tanana Hills which rim the southern boundary of the Area. From the north, the Christian, Chandalar, Hadweenzik and the Hodzana rivers work their way out of the Brooks Range onto the Flats before joining the Yukon. The thousands of lakes, ponds, sloughs and oxbows, often linked by winding creeks and minor waterways characterize the Flats. The extensive fire patterned taiga forests of the Flats and lowlands give way gradually to the tundra uplands and forested foothills of the mountains.

The largest center of economic importance is Fort Yukon. Other communities are Rampart, Stevens Village, Beaver, Circle, Central, Birch Creek, Chalkyitsik, Venetie and Arctic Village.

Native Village corporations at Rampart, Stevens Village, Beaver, Fort Yukon, Circle and Chalkyitsik will select about 668,160 acres of land. Doyon, Ltd. the Regional Native Corporation could select up to 4.7 million acres. Venetie and Arctic Village have chosen to accept fee title to their reservation in settlement of their claims.

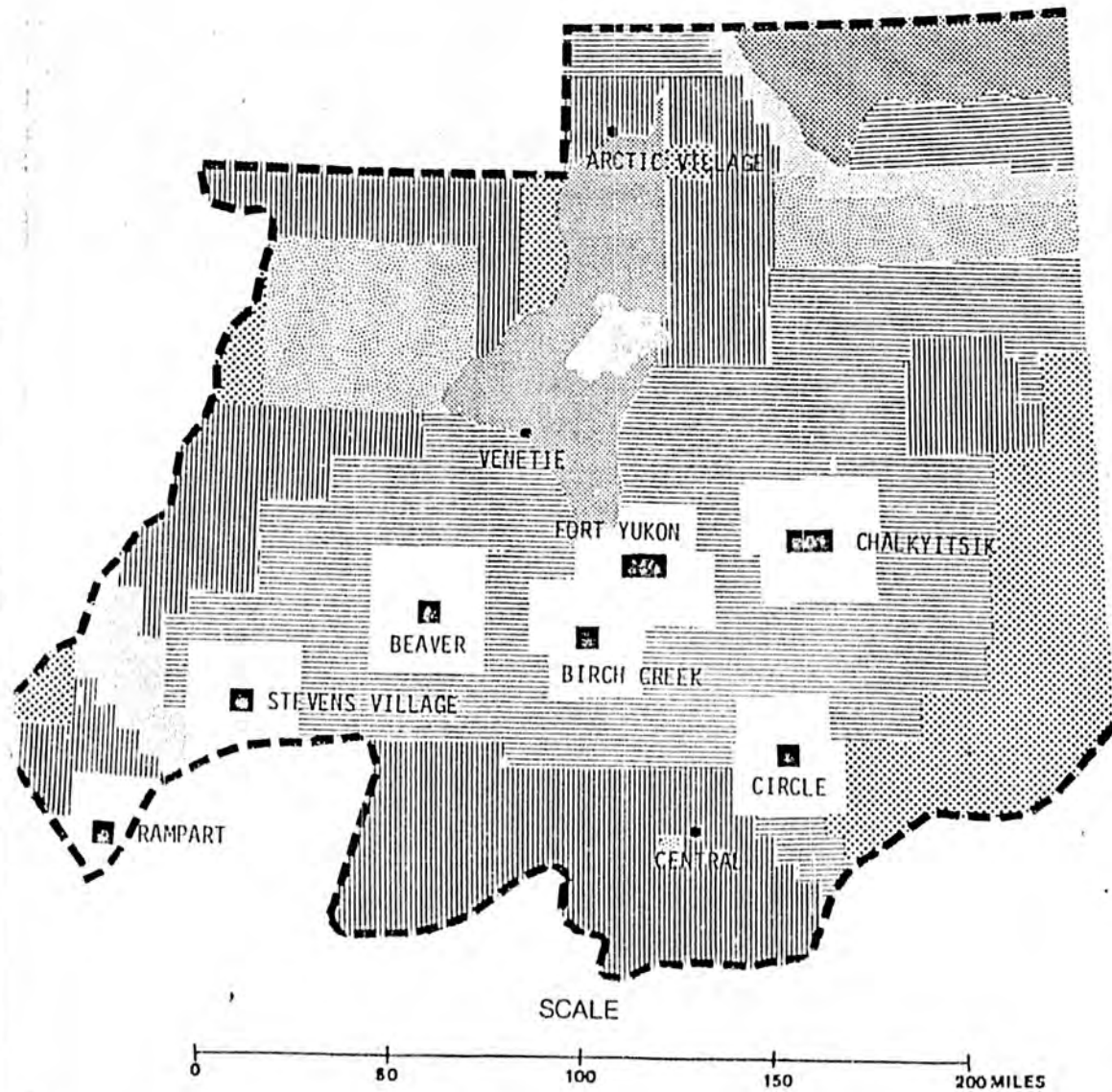
Within this planning area, 5.5 million acres have been proposed for the Porcupine National Forest including the additions of the lower portions of the Porcupine and Sheenjek to the National Wild and Scenic River System. Two other proposed National Wild Rivers, Birch and Beaver Creeks are within the Area.

The 3.6 million acre Yukon Flats National Wildlife Refuge, 200,000 acres of the Yukon-Charley National Rivers and 1.7 million acres of additions to the existing Arctic Wildlife Range are also proposed. There are also 1.3 million acres of the existing Arctic Wildlife Range included.

LAND STATUS PROPOSED UNDER ANCSA Yukon-Porcupine Planning Area

31 MILLION ACRES	STATE OF ALASKA AND PRIVATE HOLDINGS	9.7 million acres
	NATIONAL FOREST	5.5 million acres
	NATIONAL WILDLIFE REFUGE AND RANGE	6.7 million acres
	OTHER FEDERAL LANDS	9.1 million acres

LAND STATUS—31 MILLION ACRES



LEGEND

	STATE SELECTIONS
	UTILITY CORRIDOR
	VENETIE RESERVE
	WITHDRAWALS FOR NATIVE VILLAGES
	REGIONAL DEFICIENCY WITHDRAWALS
	ARCTIC NATIONAL WILDLIFE RANGE
	NATIONAL INTEREST WITHDRAWALS
	PUBLIC INTEREST WITHDRAWALS

OTHER PLANNING EFFORTS

The Alaska Department of Fish and Game is developing (1) wildlife management plans for the Area including a species-by-species wildlife problems identification (2) Federal Aid in Fish and Wildlife Restoration studies which include information gathering projects such as inventories, hunter harvest and game movements; inventory and cataloging of sport fish habitat (3) Shee fish life history study (4) annual subsistence fishery survey (5) salmon spawning surveys and salmon tagging and recovery program on the Sheenjok and Chandalar Rivers and (6) annual assessment of commercial salmon catch.

The Alaska Department of Natural Resources is conducting State lands selection studies and broad resource inventories, on a township-by-township basis.

The University of Alaska is conducting a community survey to determine how such factors as employment, use of natural resources, migration of people, and education may be affected by various types of management activities. This is to be completed by April 1977. They are also working on a socioeconomic overview and issues analysis in cooperation with the U.S. Forest Service, and have recently completed a study of the Yukon River crossing for the BLM.

The Bureau of Land Management is currently updating corridor planning from the Yukon River north.

The National Park Service has completed a preliminary Master Plan for the Yukon-Charley National Rivers. This conceptual plan outlines general management philosophy and identifies management problems. The agency is currently collecting resource data and conducting antiquities and historic sites inventories.

The Fish and Wildlife Service is conducting a subsistence use study in cooperation with the University of Alaska. They also conduct an annual waterfowl breeding ground study to

determine waterfowl production and trends and other periodic special waterfowl studies in the Area.

The Federal-State Land Use Planning Commission is directing a study of use alternatives of the pipeline haul road north of the Yukon River and their effects.

The community of Fort Yukon has hired the consulting firm of CH2M Hill to do a Master Plan. It is to be completed March 1977.





LAND AND WATER

DESCRIPTION

The Yukon-Porcupine Planning Area encompasses most of the drainage area of the Yukon River and its tributaries from Rampart to the Canadian border, except for the upper portion of the Yukon itself, east of Webber Creek near Woodchopper. Its major tributaries are the Porcupine and Chandalar Rivers. The Porcupine, which originates in Canada, enters the Yukon from the northeast about 2 miles north of the Arctic Circle at Fort Yukon. Twenty miles downstream at Venetie Landing, the Chandalar flows into the Yukon from the north out of the Brooks Range.

The Area's central core is referred to as the Yukon Flats, a broad level alluvial flood plain featuring numerous small lakes, ponds and sloughs which dot the forested and marshy lowlands that surround the braided Yukon and its tributaries. Elevation change is slight, ranging from approximately 600 feet above sea level at Circle to 310 feet at Stevens Village, 226 miles down river.

South of the Yukon Flats lie the Yukon-Tanana uplands which are composed of even topped, rounded ridges with gentle slopes. These merge into the White Mountains which have some peaks that exceed 5000 feet.

The Porcupine plateau rises north of the Flats and is characterized by low ridges with gentle slopes and rounded flattened summits, some reaching 3500 feet. The irregular valleys of the upper reaches of the Porcupine and Chandalar and their tributaries dissect the plateau. The Ogilvie Mountains which straddle the US-Canadian border connect the Yukon-Tanana uplands with the Porcupine plateau east of the Flats. ^{11/} The northwest portion of the Area reaches the Brooks Range and features steep, rugged mountains that rise abruptly from narrow valleys to elevations exceeding 6500 feet.

The present landscape is the result of erosion of sedimentary, volcanic, metamorphic and intrusive, igneous rocks in the highlands and deposition in the basin of the Yukon Flats. Glaciation has occurred in the foothills of the Brooks Range and glacial outwash

has added considerably to the total sediment accumulation in the basin although no glaciation occurred within the Flats themselves. Sedimentary deposits in the form of alluvial fans, terraces, flood plains, and dunes form the surface of the Yukon Flats and extend to a depth of 148 feet at Fort Yukon. These deposits are underlain by more than 290 feet of silt and silty sand probably representing ancient lake deposits. ^{10/}

Wind-laid silts mantle low plains and terraces surrounding the Flats. The moderate to steep slopes of the highland and the long slopes south of the Brooks Range are mantled with coarse and fine grained materials. Coarse rubble deposits and bedrock occupy the steep mountain slopes. ^{12/}

The Area lies within a discontinuous zone of permafrost. Permafrost occurring in the unconsolidated deposits and bedrock is broken by unfrozen zones which occur beneath water bodies and under well drained sites. Perennially frozen fine grain sediments in poorly drained localities contain abundant veins or masses of ground ice. Ground ice is common in silt deposits especially where they are covered by muskeg. ^{10/}

The climate is characterized by low precipitation and great annual temperature variations. In the winters extended periods of -50 to -60 degrees Fahrenheit are common and -75 degrees has been recorded. The summers are short but warm with temperatures reaching the 80's and occasionally the 90's. However, freezing temperatures can be experienced

in all months. Precipitation ranges from 6 to 10 inches annually. ^{4/} Generally, precipitation is greater in July and August and at a minimum between February and May. Snowfall comprises about 40% of the total precipitation. ^{10/} The degree of flooding, which occurs with the spring thaw, is determined by the water in the snow pack, rate of melting and jams of river ice. There is little ground water storage to reduce stream flow fluctuations because of permafrost. High water follows the breakup and rains maintain the flow throughout the summer. Winter flows diminish steadily until the next spring thaw. ^{12/}

Records show this Area to be especially susceptible to wildfire and very large areas have been burned. Over the past 35 years, 3.5 million acres have burned, an average of 100,000 acres yearly. ^{4/}



11. Warren, T. C. & V. Fisher. *Draft Interim Report - Yukon Crossing Study Regional Analysis*. 1976.

12. LUPC. *Resources of Alaska - A Regional Summary*. 1974.

RESOURCE SUPPLY

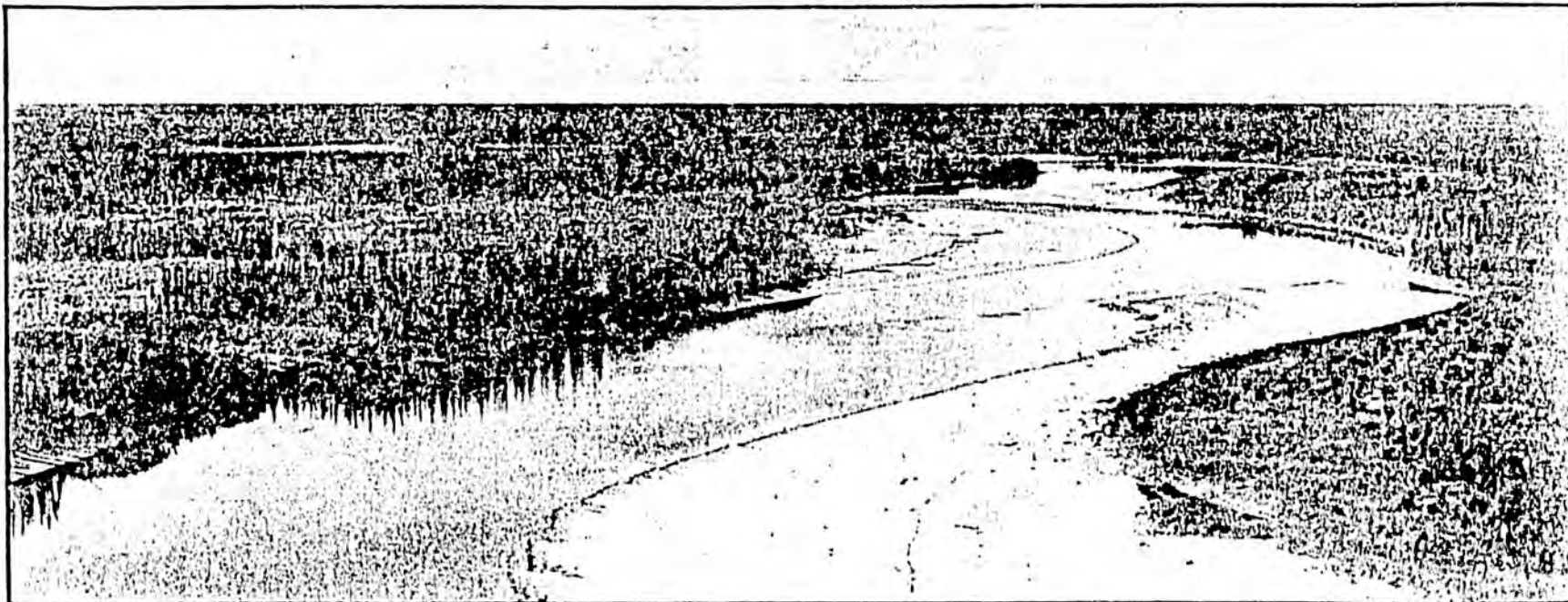
Nearly all of the land has been encumbered by withdrawal, selection, patent or application. These include Native village and regional deficiency withdrawals, patented State lands, military reserves, wildlife refuges, utility corridors, power project classifications, road and trail rights-of-way, patented homesteads and mining claims, and pending State selections and Federal public and National interest selections.

Not until the final land allocations are made under the provisions of ANCSA and the Alaska Statehood Act will the disposition and management of large segments of this Area be determined.

Although precipitation is low, seasonal snow pack and numerous pothole lakes provide significant annual water storage. Surface waters may be hard, but are acceptable quality for domestic uses. Ground water is largely unavailable due to permafrost conditions. However, some ground water occurs near and beneath streams. Aquifers apparently

do not exist although some springs do. The best known is at Circle Hot Springs. Ground water when obtained may also be hard, and is generally high in dissolved solids content. It is acceptable for most uses but may require softening.

Hydroelectric power potential exists at sites on both the Yukon and Porcupine Rivers. Rampart, a site at the lower end of Rampart Canyon, is recognized as having the greatest hydroelectric potential in Alaska. Annual flow of the Yukon through Rampart Canyon has been estimated at 81,000,000 acre-feet. 12/



RESOURCE DEMAND

PAST

Very few demands were placed on the land and water resources due to isolation, relative inaccessibility, small resident population and the limited season of activity. Some mining activity occurred in scattered small scale operations. Early oil explorations left a number of seismic trails on the Yukon Flats. These were about the only activities that had any visible man-made impact on the landscape other than some very limited attempts at local truck gardening. No attempts were made to develop water resources since the surface water supply was adequate to meet the needs of the people living there. Utilization of fish, game, and wood products for subsistence was the major activity of the residents and the supply of resources was entirely adequate to meet their demands.

PRESENT

Interest in the development or utilization of the land and water resources has increased in recent years but so far the actual demand has not been strong. The resident population is about the same as it was in the past and the need for development of local water supplies has not been strong. The Rampart hydroelectric project which had been studied in depth, recently has been found to be unfeasible at present due to the lack of demand for such large blocks of power, availability of more favorable alternatives and the recognition of adverse effects on other resource values. ^{4/}

The major impact on the Area has been the establishment of the oil pipeline. Its construction has necessitated remedial measures to protect the area affected from soil erosion and water quality deterioration.

FUTURE

The data base for ground water development is poor but the possibility exists that more communities or industries could use this source. There is sufficient land suitable for a variety of resource development if the demand for these resources is strong enough and the resulting expansion in community development and transportation improvement is realized. Adverse conditions of cold climate, short growing season, permafrost, and soil characteristics will largely dictate where various resource uses will take place and what the cost will be.



HUMAN AND COMMUNITY DEVELOPMENT

DESCRIPTION

The resident population is small and widely separated in 10 small communities located along the Yukon River, its tributaries, and the Steese Highway. Statistics from the Census Bureau and other sources showed a 1970 population of 1106 people, of whom 939 were Alaska Natives primarily of Athapascan origin. Eight of these communities are linked only by air or water and are Native villages with relatively few non-Native residents. Four are located along the Yukon River: Rampart (population 36), Stevens Village (74), Beaver (101), and Fort Yukon (448). Two others, Arctic Village (85), and Venetie (112), lie along the Chandalar River. Birch Creek (40) is situated along

a small tributary to the Yukon of the same name and Chalkyitsik (130) is on the Black River, a tributary of the Porcupine River. Circle (54) and Central (26) are linked to the outside by the summer-maintained Steese Highway. Circle has a mixed ethnic population and Central is largely non-Native. 11/

Economically, the people are primarily dependent upon government jobs and programs, income from the sale of furs, arts and crafts, and from subsistence use of resources. Median family income is about \$6,500 with about one-fourth earning less than the national poverty level of \$3,745 for a non-farm family of 4. In 1969, approximately 10% of the families earned less than \$1,000. 4/

ANCSA provided for the establishment of 12 regional Native corporations to conduct the business of Natives on those lands selected by them under Section 7. ^{4/} Doyon Limited, the Regional Native corporation in the Yukon-Porcupine Planning Area, plus individual Native Village Corporations will play important roles in determining economic planning and policy.

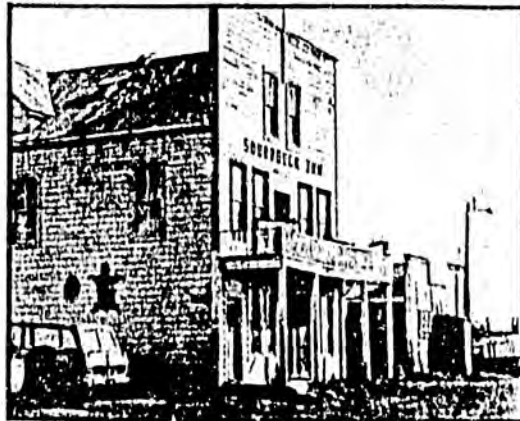
RESOURCE SUPPLY

Air carrier service from Fairbanks is the principal mode of transportation for both passengers and cargo. Regularly scheduled air service is provided to all communities by an air taxi operator under contract to Wien Air Alaska. ^{11/} Air charter service, operating out of Fort Yukon provides the principal air transportation among the region's villages.

Cargo is also transported seasonally by water. The Yukon River is navigable by shallow draft barge up to 4 months of the year. However, water depth above Fort Yukon is a limiting factor.

The Porcupine River is navigable only during high water periods. ^{13/} Principal service is provided by Yutana Barge Lines operating out of Nenana. At least 3 barges are scheduled to Fort Yukon and intermediate river points each season but whether they stop at Rampart, Stevens Village or Beaver each trip depends upon the amount of freight for those communities. Arctic Village and Venetie have no regular barge service but smaller rivercraft are used to transport freight to Venetie. Hun Navigation operates a 100' by 18' barge out of Fort Yukon or Circle and usually schedules a trip to Chalkyitsik and Birch Creek once a season transporting fuel and other freight as space allows. In 1975, the barge was able to navigate the Black River to Chalkyitsik twice. ^{11/}

Existing roads consist of 50 miles of the Steese Highway from Fairbanks



to Circle and 20 miles of the road along the pipeline route from Livengood to the Yukon River.

Outside telephone service is available to Fort Yukon and Birch Creek. Other local communication forms include radio and radio-telephone. The only regional newspaper is the Arctic Village Echo published in Arctic Village.

All villages except Central have schools with classes from the first through eighth grade. Fort Yukon and Chalkyitsik offer kindergarden classes also. There is also a high school at Fort Yukon with about 80 students and 9 teachers. Some high school students are drawn from the other area villages and board in Fort Yukon. Others attend high schools elsewhere in the State. ^{4/} All of the schools are operated under the Yukon Flats School District headquartered in Fort Yukon, except those at Beaver and Venetie which are run by the Bureau of Indian Affairs.

None of the communities have a hospital but medical clinics are established at Fort Yukon, Venetie and Stevens Village. Fort Yukon is the only village that provides public water and electricity. All of the communities depend upon individual systems for sewage disposal. ^{14/} Many houses are built of local logs and finished with local and imported lumber. Most are one or two rooms; typical size being 20 by 20 feet. More recently community housing projects are providing pre-fab homes in communities such as Fort Yukon.

13. McMahon, G. C. *Resources Inventory - Yukon Region - Transportation, Communications and Utilities*. 1974.

14. Nathan, Robert R., Associates. *2(c) Report: Federal Programs and Alaska Natives, Tasks I - III with Introduction*. 1975.

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT.

Selawik's 'broke,' but the mayor has dreams

By DON HUNTER
Daily News reporter

SELAWIK — On Saturday morning, Grant Ballot sits down to breakfast with his wife and their three children. The kids are scrubbed clean, quick with a smile, polite to strangers, a bit shy. Along one wall, book shelves are lined with inspirational and do-it-yourself volumes and a collection of Readers' Digest condensed books several years in the making. Time and U.S. News and World Report rest beneath a Bible on an end table.

The scene is as all-American as a Norman Rockwell sketch of a Kansas farm family preparing for a day of plowing fields, canning preserves, feeding chickens.

But when Ballot pulls on his boots and steps out the door, the image falls like the face of the cherubic 4-year-old when Rockwell's brush-black mitt swipes the ice cream cone.

Ballot steps outside his house onto the sidewalks of Selawik, Alaska. There's not a cow in sight, not even a barn. No fields to be tilled, no chickens squawking in the yard.

Even the sound of his boots clomping on the town sidewalk strikes a strange chord. In this town, located about 80 miles southeast of Kotzebue, the sidewalk is made of wood.

Ballot — 38 years old, lean, black-haired, brown-eyed, face and hands strong — is a man of endless uncontrived surprises. A writer trying to describe him struggles against an impulse to resort to the trite language of the science fiction buff, to say that Ballot seems caught in a vortex of time, with images and ideas of staggered centuries, different worlds, swirling about him.

A high school drop-out from about as far back in the sticks as you can get in this country, Ballot is more articulate than many a campaign advance man. As far removed as any American citizen from Pennsylvania Avenue — and without benefit of Cronkite's nightly analysis — he wonders if you've heard Tip O'Neill's nickname for the president's right-hand honcho: "Hannibal Jerkin." He is, for the most part, calm, intelligent, unassuming, meticulous, impressive as hell.

Ballot is the mayor of Selawik, a village with more problems than people, and a lot more people than solutions.

Virtually all of the problems, one way or another, are tied to rural Alaska's attempts to shift into the 20th century. Many are directly the result of a modern economy's most widely-distributed symbols — bills.

"Slowly, our people are becoming more and more indebted," Ballot says. The bills mount up — of the 90 or so families in Selawik, only one is not hooked up to the generating system installed by the Alaska Village Electrical Cooperative.

Ballot says his family is "very conservative with electricity, yet our



Grant Ballot is the mayor of a community plagued by problems, most of which are linked with rural Alaska's attempts to join the 20th century.

bills run \$65 to \$70 a month. It's quite a bit higher in the winter."

When a new water and sewer system is completed, villagers will decide whether to hook up to it. Most, probably, will. Telephones arrived a year back. According to some, they took some Selawik residents by surprise: Not everyone realized the relatively low monthly charge did not cover long-distance calls. At least not until the phone bills started mounting into the post-\$100 range. Service isn't what it's cracked up to be, either. One phone had been out of order for three weeks. Repair crews have yet to respond.

The city itself is not in any better financial shape. Selawik's local revenues average about \$1,500 a month, based on a 3 percent sales tax. Property taxes — the staple of most local-government appetites — would be meaningless in Selawik, where all but one or two pieces of property are still federally owned. The city's small work force — all of it — is funded by the federal Comprehensive Employment and Training Act, at \$833 a month per employee.

In Ballot's word, Selawik is, for all practical purposes, "broke." Ballot, however, has a couple of dreams he'd like to see brought to

"My father kept our family fairly well off," Ballot says. "We always had something to eat, but that lifestyle didn't require money as it does now. Now, everything that comes into Selawik requires money."

fruition. One is an agricultural project. Ballot thinks the arctic farm could be situated on a 300-acre chunk of land about 12 miles from the village.

"We've found good topsoil there. We figure we can grow potatoes, garden vegetables. We believe we can at least grow enough to give us potatoes and some vegetables through the winter."

That, says Ballot, could take a big load off Selawik's food budget, now about treble that of Anchorage because of the cost of transporting goods. But he acknowledges that farming may not be an easy idea to sell to a people more accustomed to hunting and fishing for subsistence.

"We have to educate our young people to grow up with this new idea."

And, even if the people of Selawik come to accept the idea, there apparently is a mountain of red tape between the village and the farm.

A road is needed to link the two. And the state, says Ballot, has serious questions whether a road can be built across the sensitive arctic tundra. Especially at a cost approaching \$1 million a mile.

Another plan for encouraging Selawik's embryonic economy is development of a local parka squirrel fur-farming industry. That, Ballot says, might be an ideal solution for some of the village's woes. "They're

easy to catch, eat little or nothing and hibernate in the winter."

Development of some sort of local economy is, in Ballot's view, the first step in curing the social ills that have taken hold.

Most of the money in the village comes in one form of welfare or another, and Ballot says that's no good. Picking up a monthly check at the Post Office does not compare favorably with having to go one-on-one with nature in a year-round battle for survival. The resulting culture shock undermines traditional social relationships and is a prime cause of the village's chronic alcoholism problem — a situation that has led, in Selawik, to an emergency 60-day ban on alcohol in the village.

"We find that we cannot maintain the present lifestyle we've been put into," he notes.

But why can't villagers simply go on living the same lives their ancestors had known for hundreds, probably thousands, of years in the arctic northland? A good question, but one, Ballot suggests, that might also be asked of people elsewhere. Why don't the people of Kentucky still dress in buckskins and live in log houses?

In his own lifetime, Ballot has watched Selawik make changes that other cultures achieved over a period of centuries. "When my father raised the 11 of us — there were 13 originally and only nine now alive — we wouldn't see any money for months. He used to get, say, \$3,000 in season, muskrat trapping. The hardest part of the year was February, March. If you didn't do a good job of storing up food, you got hungry. My father kept our family fairly well off; we always had something to eat, but that lifestyle didn't require money as it does now. Now, everything that comes into Selawik requires money."

"We've been forced into a money economy when we don't have any way to make money, and that's not good."

"When ASHA housing came in, everybody opted to have oil heat." Not only did fuel oil require money — it now costs about \$70 a barrel; an average family needs two to four barrels a month during winter — but it also cut back on an existing barter system.

Ballot's father used to haul wood to the village and trade it for other goods. "His way of life was wiped out, and he finally had to ask for welfare. There was nothing he could do about it. The same thing has happened to a lot of people here."

Back in Kotzebue — in itself fully qualified to be a "remote outpost" but, as a town of about 3,000, years more advanced in luxuries than Selawik — a young woman approaches in a restaurant. She is pretty, with an Iowa drawl and a bible-belt blush. She, too, has just been to Selawik.

A teacher?

No, she says she is a representative of the Unification Church.

Doing missionary work?

No, "fund-raising, mostly..."

Selawik

Venetie

TELEPHONE: 849-8001
ZIP CODE: 99781

Upper Yukon Sub-Region
November, 1978

VENETIE

LOCATION: Venetie is located on the pristine Chandalar River, 140 air miles north of Fairbanks at the confluence of the Chandalar and East Fork Rivers.

DESCRIPTION: The Yukon Flats is a marshy, lake-dotted flood plain, 300 feet in elevation in the west, sloping to 600 to 900 feet to the north and east. The Chandalar River heads in the Brooks Range and flows southeast across the Porcupine Plateau to the gentle slopes of the Yukon Flats.

The climate is arctic continental, with mean annual temperatures ranging from -20°F to 72°F. Precipitation and snow measure 8 and 45 inches respectively per year. Prevailing vegetation is spruce, willow, cottonwood, birch, brush, and berries.

Floods caused by ice jams, glaciation, and stream overflow occur on a 20 to 30 year frequency. Permafrost is present.

HISTORY: This is an original Natsitkutchin or "strong people" Indian village, settled in 1900. Some of the people have ancestors who were Teachinkutchin Indians, a sub-group of the Natsitkutchins. These people have historically engaged in trade with the coastal Eskimos, especially those of the Thule Culture living between Barter Island and the MacKenzie River Delta.

A Post Office was established there in 1938.

Venetie is a traditional village. People subsist on fish, moose, bear and annual migration of the Porcupine caribou herd, as their fundamental diet. Venetie and their cultural neighbors in Arctic Village chose to retain status as the Venetie Indian Reservation under ANCSA, therefore, they are not entitled to the benefits of the act, and thus are responsible for administering their own economic and social programs.

INCORPORATION CLASSIFICATION: Traditional (IRA Village)

COMMUNITY OFFICIALS

Lawrence Roberts, Chief
Venetie Village Council

HEALTH CARE

LOCAL HEALTH CARE PROVIDER: Jessie Williams, Health Aide
Maggie Roberts, Albert Frank, Alternates

PUBLIC HEALTH NURSE: Claudia Davis, Fairbanks

LOCAL HEALTH CARE FACILITY: Clinic is held in the health aide's home.
Power is available but not running water.

MEDICAL COMMUNICATIONS: ATS-1; RCA medical phone in health aide's home

NEAREST HOSPITAL: AMHS Tanana or Fairbanks

COMMUNICATIONS

TELEPHONE: RCA Alascom small earth station (849-8001); public phone
is located in council office.

SATELLITE RADIO: ATS-1

VHF/HF RADIO: BIA; State Military Affairs

NEWSPAPER: Fairbanks Daily News-Miner; All Alaska Weekly; River Times

WATER/SEWER/WASTE DISPOSAL

Water is currently hauled from the Chandalar River. Privies. Con-
struction is scheduled for the summer of 1979 for a watering point,
laundry-type facility. Construction is on-going for a community pipe
system to homes and individual septic tanks.

ELECTRIC POWER

Community 10 KVA generator

BULK FUEL STORAGE FACILITIES

None

TRANSPORTATION

AIR SERVICE:

Carrier: Air North

November, 1978

Origin of Flight: Fairbanks (via Ft. Yukon)
Days of Service: Monday - Friday

AIRCRAFT LANDING FACILITIES:

Elevation: 550 feet
Length and Width: 4,400 x 50 feet (first 700 feet of runway 21 unusable, first 150 feet of runway 3 unusable)
Surface: Dirt
Services: None

BARGE SERVICE: None

LOCAL SERVICE ROADS: The Department of Highways plans on building a firewood area access road in 1977 if funding is available.

MILITARY INSTALLATIONS

Armory

OTHER FACILITIES OR SERVICES

Post Office
State Military Affairs (National Guard)
RCA

COMMERCIAL ENTERPRISES

Retail fuel store
One private store
One co-op store

CHURCHES/LOCAL ORGANIZATIONS

Episcopal Church (Reverend Paul Tritt)

BETHEL

P.O. Box 388
Bethel, Alaska 99559

Second Class City

Phone: (907) 543-2097 or 543-2297

INCORPORATION DATE: August 1957
POPULATION: 3,608
REGULAR ELECTION: First Tuesday in October
SALES TAX: 3%
CITY COUNCIL MEETS: Second and Fourth Mondays of each month

MAYOR: Donald Elliott 1979

CITY COUNCIL MEMBERS

Louise Charles 1979
Mary Gregory 1979
Peter Twitchell 1980
Bob Hoffman 1980
Diane Carpenter 1980
Edward Hoffman, Sr. 1979

CITY PLANNING COMMISSION

Virginia Burrego 1980
Pat Harrington 1980
Rosemary Porter 1979
Bob Carpenter 1980
Jay Livey

CLERK.....Irene Williams
FINANCE DIRECTOR.....Ralph Engebret
CITY MANAGER.....Lyman Hoffman
ASSISTANT CITY MANAGER.....Nancy Kraning
ATTORNEY.....Dickson, Evans, Eshe & Papas
CHIEF OF POLICE.....Randall Cry
FIRE CHIEF.....John Sanchez
PLANNING DIRECTOR.....Jay Livey
PUBLIC WORKS DIRECTOR.....Gary Volkman
ALCOHOL TREATMENT CENTER DIRECTOR.....Bob Buttane
PARKS AND RECREATION DIRECTOR.....John Alder
SUPERINTENDENT OF SCHOOLS.....Al Weinburg

Construction Booms in Yukon - Kuskokwim Delta

by Corey Flintoff

Spring has come to the Yukon-Kuskokwim Delta region of Alaska, and with it, an unprecedented boom in construction. Industry forecasters are predicting that over \$37 million dollars in new construction will be underway in the area by summer.

Virtually unnoticed during the bustle of pipeline construction days, the vast and barren Delta region has been developing at a strong and steady rate for the past two decades. According to state revenue-sharing figures, the population of Bethel has grown at a rate of 11 percent a year for the past several years.

Bethel is the regional transportation center, as well as the headquarters for various governmental agencies that provide services to the area's 17,000 widely scattered inhabitants. Most of these are Yup'ik Eskimos who rely on subsistence activities for their livelihoods. Much of the construction in the area is State- and Federally funded activity, designed to bring these citizens better housing, health, and education.

By far the largest single project to get underway this summer will be the state-funded construction of 17 village high schools and school additions in the Lower Kuskokwim School District. That project, with a total budget of over \$27 million, is currently out to bid.

Approximate budgets for the individual school buildings vary widely according to conditions in each village. The planned high school in Nunapitchuk, however is fairly representative: the plan, budgeted at about \$1.6 million, calls for a facility of 8,800 square feet, designed to serve about 39 students in grades 9 through 12.

The Bureau of Indian Affairs is also building school additions and teachers' quarters in several villages. The largest of these contracts, held by Lark Moving and Construction, Inc., of Bethel, calls for a \$1.4 million addition to the BIA school at Napakiak. Contracts for the construction of quarters in Tooksook Bay and Nunapitchuk are to be opened to bid within the next two months.

Public housing is probably the second largest category of new construction in the Delta area. The Association of Village Council Presidents' Housing Authority will put up 67 units of HUD-funded housing in three area villages this summer. The bidding on that project, estimated by Authority Director Marlin Knight at a

total cost of around \$4.2 million, opened on April 6th.

The authority is also planning for an additional 79 units in the near future. Wick Construction Company, of Seattle, recently completed a 92-unit project for AVCP Housing with a total price tag of \$5.7 million.

The Housing Authority is also planning a 24-unit apartment complex for the elderly in Bethel. The \$1.2 million project will go to bid within the next two months.

Other major projects in the city of Bethel that are, or soon will be out to bid are a \$1.6 million city jail, a \$650,000 sewer and water project, and a \$1.5 million college vocational educational building.

In addition to this season's new construction, there will be major continuing work as Hoffman Construction Company of Portland puts the finishing touches on a \$30 million hospital constructed in Bethel for the Department of Health, Education and Welfare.

Builders in Bethel are understandably cheerful about prospects in the Delta area. Says Chet Adkins, President of Adkins Steel, "It's a good spot to be. The construction business is better here right now than it is anywhere else in the state." Adkins went on to say "Its not really booming, just gradually getting bigger, as it has been for the past twenty years."

Native-owned construction businesses are among the leaders in building the



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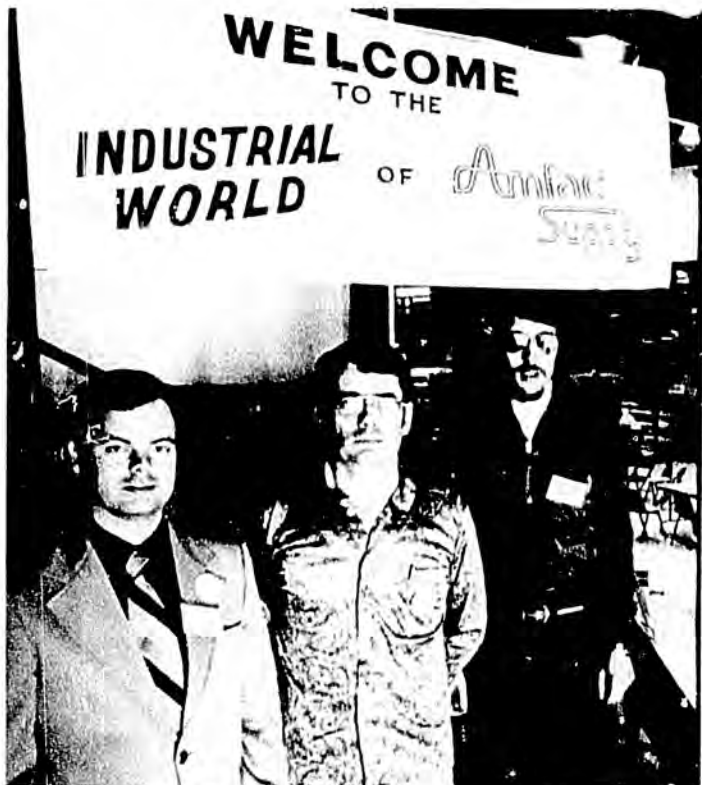
EDITH RUSSELL of the Fairbanks office of Senator Mike Gravel, and the Senator chat with a conference participant aboard the riverboat Discovery II. The Chena-Tanana River tour was hosted by Sohio B.P.



THE OSBORN MANUFACTURING COMPANY of Cleveland, Ohio came a long way to sponsor a booth in Fairbanks. The company manufactures tools of interest to those in construction.



BOB DEMPSEY, chairman of the Fairbanks Chamber of Commerce Economic Development Committee, discusses the success of the conference with the local media. The event was covered live each day by radio station K1AK in the Fairbanks area.



AMFAC SUPPLY REPRESENTATIVES (l. to r.) Jim Norman, Royal Bidwell and Kelly Hartley helped assure the success of the trade show, coordinating some 125 booths representing many industries.



DANA FOSTER, the Nutone Company area sales representative, is shown assembling one of his company's products—a burglar alarm called the "Intruder Detector."

BUILDING ALASKA



THEY STAND BEHIND THEIR PRODUCTS. Anaconda Wire and Cable Division Area Manager, Bill Crowl, (left) and 3M Sales Representative Gordon Latimer, show an impressive display of products.

region. Among the leaders are Earth Moving and Construction, Cal-Mar Company, NANA Construction, and BNC Construction.

While rewards can be substantial for contractors in the Delta region, the challenges are as great as those anywhere in the state. Architects and builders must contend with permafrost, flooding and erosion problems, extreme temperature variations, and some of the severest wind loads in the world.

Materials, and, in some cases even gravel, must be barged up from Seattle at the beginning of the construction season. Because few villages have adequate docking facilities, materials must often be lightered to shore and sometimes even hand-carried to the site.

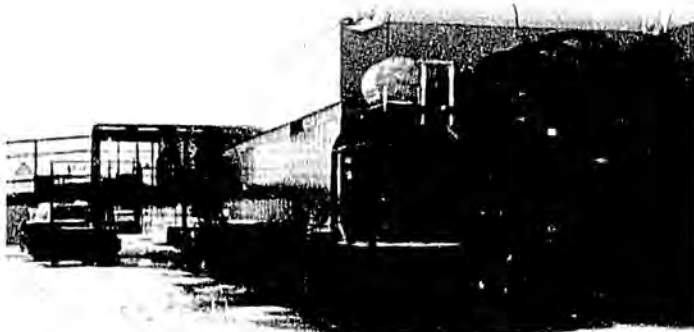
Despite drawbacks such as these, however, observers are predicting a long period of continued growth for the area. The Federal Government has tentatively scheduled three areas in the Bering Sea

for oil and gas lease sales; off-shore exploration would call for greatly expanded port, warehouse, and supply facilities. Other industries with great potential for the region include bottomfish processing, and, in the upper Kuskokwim region, agriculture.

Whatever direction development in the Yukon-Kuskokwim Delta takes, it will mean continued opportunities for Alaska builders.



NEW PUBLIC HEALTH SERVICE HOSPITAL currently being completed in Bethel by Hoffman Construction Company. The \$30 million structure is mounted on some 350 steel pilings. The 94,000 square foot hospital is one of the many construction projects underway in the Delta area.



INTERIOR WORK CONTINUED on the hospital during the winter months. The modular type construction is designed to withstand some of the most severe wind loads in the world.



HOMES CONSTRUCTED BY BNC CONSTRUCTION Company for the Association of Village Council Presidents' Housing Authority in Bethel. Supplier was Bethel's Guinn Lumber Co.

PHOTOS BY JOHN A. McDONALD, BETHEL, ALASKA

COMMISSION REPORT



by James Magowan

Many builders place themselves, or their projects in double jeopardy. These builders obtain real estate licenses. Some builders are their own brokers; some are salesmen. Most seem to feel that they gain because they get the "listing" commission when their property is sold. There are some obvious weaknesses in this reasoning, but that is the subject of another discussion.

The builder without a real estate license is civilly liable if he does not do what he promises in the construction and completion of a building. The buyer may sue to force the builder to complete the "punch list," for example. The builder-licensee on the other hand may have a charge filed against him with the real estate commission if he fails to perform as promised. When a licensee makes statements, or promises that he or she cannot live up to this, it often constitutes misrepresentation and dishonesty in real estate dealings and may be grounds for a hearing to revoke or suspend the real estate license.

A real estate licensee must maintain proper records of transactions if he or she is a broker. If the licensee is a salesman the records must be maintained by the broker. This applies to all real estate transactions including those for the licensee's own benefit or involving his/her own property.

A major pitfall for the builder licensee is the disclosure provision of the Real Estate License Act. A real estate licensee must disclose any and all financial interest in a real estate transaction to all parties to the transaction. Look at the case of broker Jones who is a stockholder and officer of Dirt Development Corp. DDC lists its houses with broker Jones. One of broker Jones' salesmen brings an offer on a DDC house to Jones. Jones signs the acceptance J. P. Jones, President, Dirt Devel-

opment Corp. Nowhere has Jones made proper disclosure to the buyers of his role as broker and seller. Many times buyers and sellers have no idea who the broker of a firm is and the name J. P. Jones may not mean anything to them.

It might be wise for licensed sellers to sign all offers with a statement such as: "broker of P.D.Q. Realty," or "a licensed salesman with P.D. Q. Realty."

The benefits to a builder or developer of having a real estate license are accompanied by some heavy responsibilities and liabilities. In many cases it may be beneficial to all parties for the builder to have a real estate license as long as the builder-licensee is familiar with and lives up to the responsibilities that go with the license.

James L. Magowan has a broad background in real estate and is presently Executive Secretary of the Alaska Real Estate Commission.

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Local Gov Study

*From: Jindra Dunn,
Ronie Pites.*

REPORT
TO
UNITED STATES ARMY CORP OF ENGINEERS
ALASKA DISTRICT ENGINEER
DECEMBER 1977 WITH CALENDER YEAR 1978 SUPPLEMENT
ON THE
COST/BENEFIT OF A PERMANENT EROSION PROJECT
AT
BETHEL, ALASKA

PREPARED BY:

City of Bethel, Office of
Planning and Citizens Committee
on Erosion Control.

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I. PREFACE

During the summer of 1977, decay and erosion of the waterfront area within Bethel reached such a state as to negatively affect the public and private sectors of the City of Bethel. This erosion and the assured continued erosion of the area prompted the City Council of the City of Bethel to endorse a resolution in support of disaster funds for the establishment of a new seawall within the City of Bethel's jurisdictional boundaries.

As no immediate action was taken as a result of the City Council's resolution, a citizen's committee met to discuss the serious consequences of past, current and future erosion of the Bethel waterfront, and the feasibility of the development of a permanent seawall project through the United States Army Corp of Engineers.

During the first week of September 1977, a meeting with the U. S. Army Corp of Engineers, City officials, Public Health Service officials, Governor's Representative, and private citizens met at the Governor's office in Anchorage to evaluate the proposal for an emergency and permanent seawall project.

As a result of that meeting a resolution was drafted and presented to the United States Senate Committee on Environment and Public Works requesting the United States Army Corp of Engineers to re-evaluate and make recommendations on the river bank stabilization project at Bethel, Alaska. This resolution passed September 9, 1977.

Concurrent with this development, the citizens' committee began meeting and formulating plans for the implementation of a successful permanent seawall project through the U. S. Army Corp of Engineers. During the third week of October 1977, a meeting of the committee, concerned citizens and the Corp of Engineers was held in Bethel. All perimeters of the project were discussed. It was determined that the most crucial aspect of justifying a permanent seawall project was the establishment of a favorable cost to benefit ratio.

It was agreed by the committee, and the Corp of Engineers representative, Mr. Mason Wade, at that time, that the most favorable, accurate and comprehensive presentation of the necessary data would be obtained from the community itself.

The following is a compilation of data gathered by the citizens of Bethel, the committee on erosion, and the City of Bethel for this purpose.

II. AUTHORIZATION

This report is submitted in response to the following congressional resolution passed September 9, 1977.

Resolved by the committee on Environment and Public Works of the United States Senate, that the Board of Engineers and Rivers and Harbors, created under Section 3 of the River and Harbors Act, approved June 13, 1902, be, and is hereby requested to review the reports of the Chief of Engineers on Interim Report No. 7- Yukon and Kuskokwim River Basin, Alaska, published as a House Document Numbered 219, 88th Congress, and on the Bethel Bank Stabilization and Flood Control transmitted to Congress on December 4, 1973, and other pertinent reports, with a view to determining whether any modifications of the recommendations contained therein are advisable at the present time, with particular reference to the provisions of bank stabilization improvements at and in the vicinity of Bethel, Alaska.

- (s) Jennings Randolph, Chairman
- (s) Robert T. Stafford, Ranking Majority Member

III. COMMUNITY PROFILE

LOCATION

The City of Bethel occupies a central location in the Yukon-Kuskokwim Delta Region of Southwestern Alaska and is specifically located on mile 86 of the north bank of the Kuskokwim River. (Figure 1). Bethel lies approximately 400 air miles west of Anchorage and 540 air miles southwest of Fairbanks. (Figure 2).

It is because of this central location and the fact that Bethel is the upper limit for navigation of ocean going vessels that Bethel has developed from a small trading center named Mutrehlagamiut into the center of trade, transportation, distribution, communications, administration and education for Southwest Alaska.

In 1889, the Moravian Brotherhood Mission established a church and school at Bethel. By the early years of the twentieth century, Bethel was a well organized mission and trading center located in fairly high ground along what was then, a side stream of the Kuskokwim River. Over a period of less than fifty years through constant erosion of the river bank, the site of the early community has been lost and the city is now located along the outer and eroding bend of the main channel of the Kuskokwim River. The constant erosion of the river bank has forced frequent relocation of structures back to safer ground and poses a constant and severe threat to the existing town and future development.

HISTORICAL REQUESTS

Bethel's transition from a small trading village to a major regional center has placed greater and greater importance on the waterfront.

Difficulties arising from erosion of Bethel's waterfront have been documented since 1934. At that time the Chamber of Commerce of Bethel sent a letter to Congress stating that "five hundred feet of the river bank has washed away," and, "if nothing is done Bethel is doomed." The Chamber requested an engineer be sent to Bethel for a preliminary survey of the Bethel Harbor. The request was denied initially but later approved. That year a severe storm hit Bethel from the southeast resulting in considerable damage to the Bethel waterfront, wrecking small boats and washing out homes. In 1935, the people of Bethel again asked for a government engineer to come out and survey the waterfront and also requested an appropriation of \$25,000 to construct permanent improvements to the Bethel waterfront. The survey of

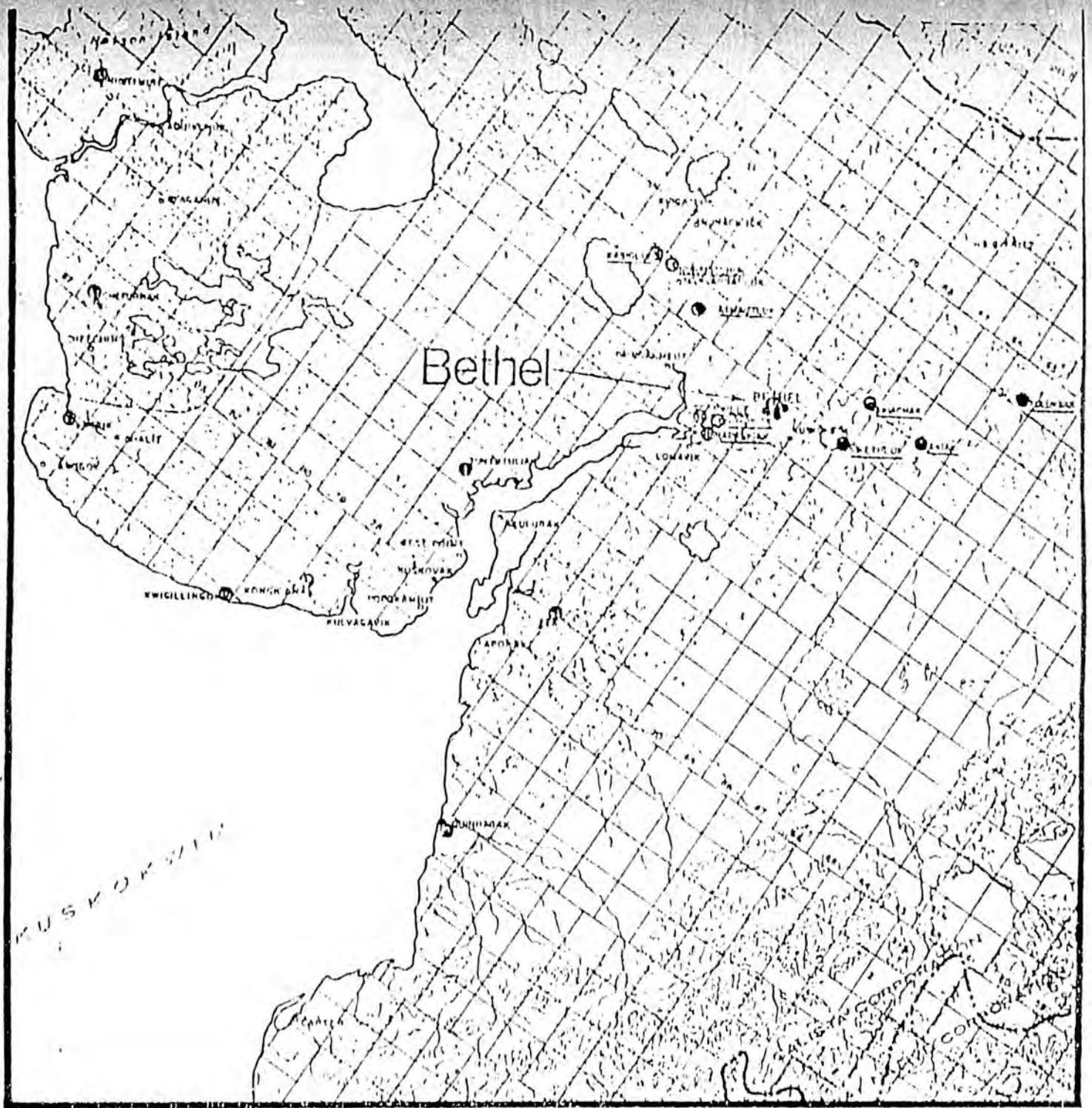
the Bethel harbor finally took place and a report was filed on October 27, 1936. The conclusions stated in the report were: "This report finds that the United States would not be justified in undertaking improvements of the locality in question at this time because it appears that the only work needed is bank protection for the benefit of local and private interests rather than the general public."

By 1939, Bethel was firmly established as the center for the Delta area, with a Bureau of Indian Affairs school, an airstrip and a new hospital under construction. Desperately the people of Bethel tried to obtain emergency funds. Neither the Bureau of Indian Affairs or the Board of Engineers had funds to give Bethel the assistance they asked for.

Requests for assistance were made from the 1930's through the 1960's when funds were obtained from the State of Alaska and the City of Bethel to construct a 2,000 foot wooden retaining wall to stem the erosion. In 1967, a study was requested from the City of Bethel for the U. S. Army Corp of Engineers study of the area asking for the construction of a permanent seawall. This study became a reality and in 1970, the Corp of Engineers finalized their report on the Bethel Bank Stabilization and Flood Control. The recommendations of that report state: "Structural measures for the bank erosion control and flood control including combinations of flood control and evacuation are not economically justified." The Corp of Engineers, at that time, gave Bethel a .1 to 1 cost to benefit ratio.

A sudden, dramatic, accelerated rate of erosion began in 1977, when an estimated twenty feet a week of riverfront property was lost in the Public Health Service Hospital area. The back road to the hospital was completely washed away, taking with it telephone and power lines.

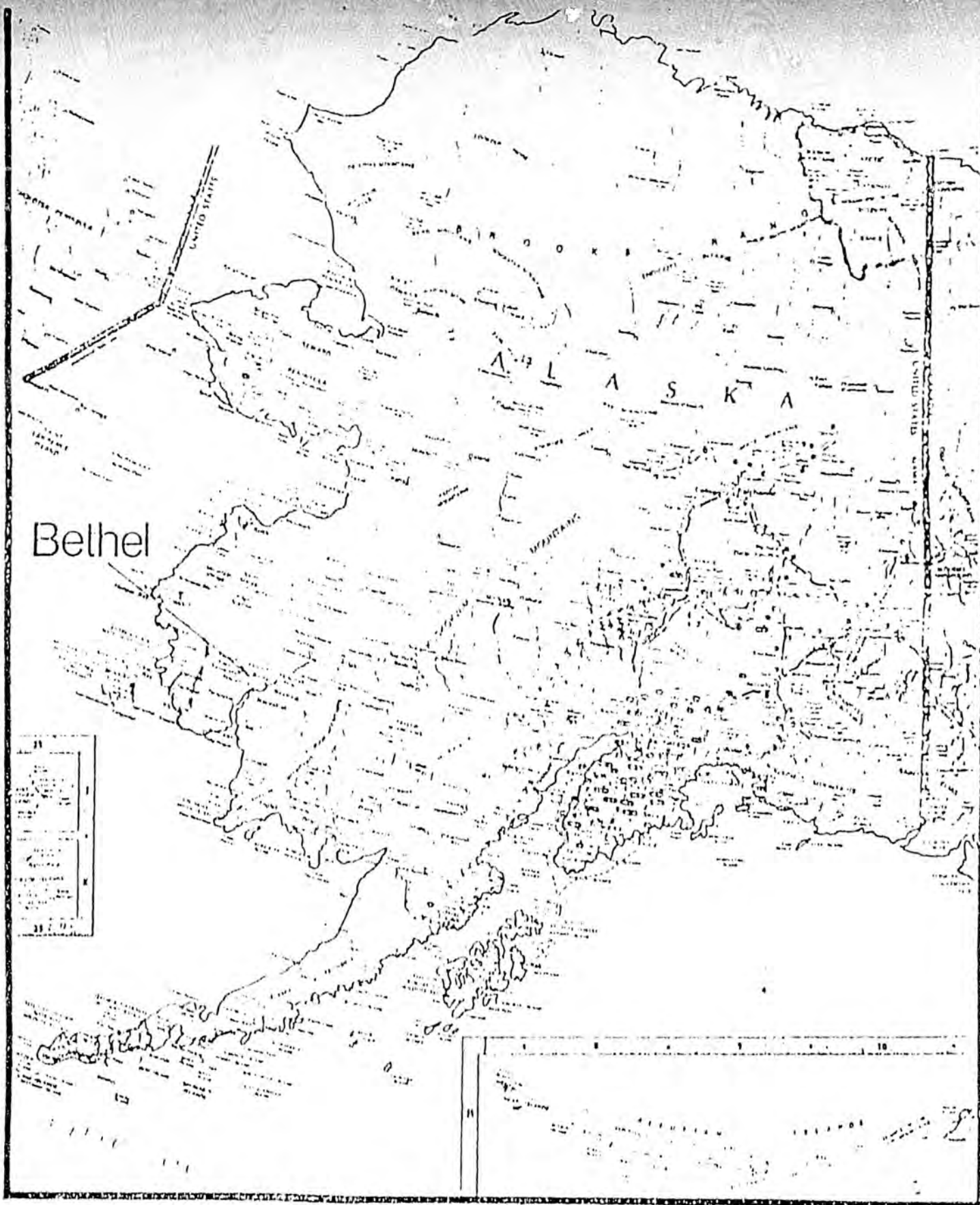
Alarmed by the rapid increase in erosion, local citizens and municipal representatives gathered together to once again, call upon the Corp of Engineers for assistance.



Kuskokwim Bay Subregion

Figure 1

Bethel: primary study area



Bethel: state perspective

Figure 2

POPULATION

The population of the City of Bethel has grown from less than 300 people in 1930 to an estimated 3,500 people in 1977. Table No. 1 illustrated the rapid, continuing, steady growth which Bethel has been experiencing. All indications are that Bethel will continue to grow at this rapid rate in the future.

TABLE NO. 1
POPULATION CHANGE

YEAR	TOTAL POPULATION	TOTAL PER CENT CHANGE	ASSUMED YEARLY PER CENT CHANGE
1960	1,258		
1970	2,416	92.1%	9.21%
1973	2,929	17.0%	5.6%
1975	3,200	9.0%	4.5%
1977	3,500	8.5%	4.25%

EMPLOYMENT

Previously within the City of Bethel, government was the principal employer. This has changed over time and today 42% of the employers are government organizations employing 40% of the total work force. Therefore, 58% are private employers employing 60% of the total work force. For Bethel, this reflects the fact that job opportunities are growing and expanding. Other than government, major areas of employment include transportation, construction, fishing related employment, education, communications and service establishments.

Employment in Bethel is strongly influenced by seasonal fluctuations. During the summer months fishing, fish processing and construction related activities show substantial gains. Many residents of surrounding villages migrate to Bethel for summer employment and the fact again arises that Bethel is used for services and as a seasonal employment center by residents of the entire region.

COST OF LIVING

Cost of living in Bethel is high. Shipping difficulties to such a remote area are probably responsible for this as well as higher costs due to shortages of available goods.

The Cooperative Extension Service of the University of Alaska provides average retail prices for certain food items which show that in March of 1977, residents of Bethel paid \$85.39 for groceries which in Anchorage would cost \$57.45. The high food costs are currently 193% of food costs in Seattle.

This high cost of living is also reflected in construction costs, land prices, and housing costs. The price of an average one and two bedroom home in Bethel is currently \$25,000 - \$50,000.

COMMUNITY FACILITIES AND SERVICES

Many factors have accelerated the change within Bethel from a small village into a stable regional center. Primary among these is the provision for a substantial number of community facilities and social services which substantiate the importance of Bethel. Among them are:

SCHOOLS

Bethel is the District Headquarters for the largest Rural Education Attendance Area in the State, with an annual budget in excess of \$8 million. There are four schools in Bethel with an average daily attendance of approximately 1,760 students and 133 teachers.

The Kuskokwim Community College was founded in 1970. Fall registration at the college this year was 460. KCC, in Bethel, is the largest rural community college in the University system. Students from the entire AVCP region either come to KCC for classes or are part of a village delivery system whereby teachers travel to villages and students come into Bethel for workshops and special sessions.

The College boasts a new facility completed in 1974, and an equally large addition completed in 1976. In addition to this, the college has a student union building and leases classroom space in other buildings throughout the community.

An aggressive program in community education began last year in Bethel as a joint venture between Kuskokwim Community College, the City of Bethel and the Lower Kuskokwim School District. Over fifty types of classes are offered each semester.

MUNICIPAL GOVERNMENT

The City of Bethel was incorporated in 1957, and currently is a second class city with a council/manager form of government. There exists an on-going citizen participation structure in the City in the form of standing committees.

The City of Bethel has a variety of responsibilities including the Bethel Alcohol Treatment Center, the Bethel Fire Department, the Kuskokwim Consortium Library, Parks and Recreation Department, Police Department and Jail Operations, Public Works Department, Planning Commission and the Yugtark Regional Museum. The municipal services provided include water delivery sewer evacuation and pick-up, garbage pick-up and animal control. Currently the city collects a 3% City Sales Tax.

PUBLIC SAFETY

The City of Bethel assumed its own municipal public safety function in 1969, with a two man police force. Since that time the City has built a public safety building which houses the police department and a regional correctional facility. The City Police Department is now staffed with eight police officers, two clerical personnel, and ten correctional personnel. Presently a new criminal justice center is planned for Bethel.

The Alaska State Troopers have an area office located in Bethel staffed by five commissioned personnel. They have a policing responsibility for 56 communities located within this service district.

JUDICIARY

At statehood, Bethel was the seat of the magistrate court. In 1967, the court system was restructured statewide and Bethel became the seat of the District Court for the Yukon-Kuskokwim area. In 1976, the City of Bethel built, and is currently leasing to the State of Alaska a new court house facility. In that same year a permanent Superior Court Seat was established in Bethel.

FIRE PROTECTION

The Municipality of Bethel, since its inception in 1957, operated a volunteer fire department. Today the city has expanded this department and retains permanent fire personnel. An appropriation from the State of Alaska for the construction of a new regional fire fighting training center has been approved.

HOUSING

The most crucial factor in developing housing is the lack of available land. There currently exists in Bethel a critical housing shortage as the development of housing cannot keep pace with the influx of new residents.

There have been substantial efforts to provide housing to the residents of Bethel. In 1969, through a joint HUD and ASHA project, 200 units were constructed for occupancy and eventual ownership by low income families in "Bethel Heights". The City of Bethel has made 137 lots available for individual home construction in City Subdivision and has a waiting list of over forty people and constant inquiries about the sale of available land. The Association of Village Council Presidents (AVCP) Housing Authority has two new subdivisions planned, "Ptarmigan Subdivision," and "Tundra View," which are planned for construction in the summer of 1978. The AVCP Housing Authority is also constructing a 24 unit elderly housing project. The Bethel Native Corporation is in the process of completing the third apartment complex within Bethel.

Regardless of the recent improvements in Bethel, housing is still difficult to find. Again, the lack of available land has led to this difficulty. Since the Alaska Native Claims Settlement Act, land surrounding Bethel has been filed upon and tied up in the selection process which will continue for some time.

COMMUNICATIONS

Bethel is linked to the outside world through a number of communication facilities. Telephone, radio, T.V., a bi-weekly newspaper, the "Tundra Drums," and the Post Office are all important.

One improvement for Bethel was the opening of the radio station KYUK in 1971. Television made its debut in 1973, and provides education, information, public affairs and entertainment programming to over 47 villages in the Calista Region. This service is currently included in the state satellite system.

HEALTH CARE

The City of Bethel is serviced with rather extensive medical care through Public Health Service, Yukon Kuskokwim Health Corporation and State Services. The Public Health Service is in the process of constructing a new hospital facility. Construction for the \$32+ million project has begun and will continue for the next four years before completion. The new Bethel Public Health Service Hospital, designated as the Comprehensive Regional Health Care Center, will

provide sufficient acute care and health maintenance capabilities when completed.

ALCOHOLISM TREATMENT CENTER

In 1973, the City of Bethel voted to become a "dry" community. The vote was reiterated in 1977. Prior to that time the alcoholism treatment center would service approximately 300 people per month. A new center providing detoxification and total treatment is now under construction for region wide treatment for alcoholics.

SOCIAL SERVICES

The base for a variety of region wide social services is in Bethel. This includes the Bureau of Indian Affairs headquarters for the largest service area in the United States. Also included are several state and local social service agencies providing financial and food assistance, employment assistance, day care and childrens' services.

ADDITIONAL COMMUNITY SERVICES

Many additional facilities exist with the City of Bethel. These include a group home, day care center, prematernal home for expectant mothers from surrounding villages and a variety of recreational programs. The City of Bethel Parks and Recreation Department is currently in the process of constructing a combined rifle range/bowling alley, and developing bike trails.

IV. TRANSPORTATION: PORT OF BETHEL

Transportation is the key to Bethel's role as a successful service and distribution center. The Bethel port which for years struggled due to lack of adequate waterfront docking facilities finally received a permanent dock in 1976. Such facility, located at the junction of Brown Slough and the main river, has already proven to be tremendously inadequate. As can be seen on the 1977 Recap Report of Port Activity, (Table No. 2) many vessels were required to discharge their cargo at other docking locations within the port. As further seen from Table No. 3, the port has sustained an average annual increase of activity of 27% over the past ten years. Thus, in light of this growth there is a clear need for further permanent docking facilities.

In 1969, the last Alaska Steamship serviced Bethel. Since that time ocean going tugs and barges with capacities ranging from 2,400 to 12,000 tons of containerized cargo have been servicing the port. Nine of these are scheduled common carrier sailings.

The remainder are charter of private interest voyages.

Redistribution of cargo and bulk fuel products to other communities on the Kuskokwim River and Bering Seacoast is a concurrent primary function of the port. During the 1977 season, the two local barge companies with common carrier authorization employed nine tugs, seven fuel barges and five general cargo barges for this distribution.

At present, immediate dock side warehousing is non-existent at the Bethel port. Although plans for the development of such a facility have been discussed with the City of Bethel and private transportation interests for the past two years, and financing is available, space is a crucial question. The obvious ideal location for such a facility would be the new City dock; however, as has been previously stated, the facility is already overtaxed with regard to space. At best, additional land contingent to the present new dock is going to have to be developed to accommodate the ongoing tonnage growth. Aside from the matter of being able to receive increased tonnage arriving at the port, the additional handling and redistribution of outgoing tonnage becomes appreciably more expensive when it has to be relocated several times within the port prior to unloading to smaller barges. The main developmental obstacle for an expanded and more efficient port is the permanent stabilization of the waterfront. Without such stabilization, long term planning and development are precluded.

An additional consideration of port usage that affects the lives of people within at least twelve nearby villages with river access to Bethel is safe and adequate small boat mooring. At present, the only access to the port that is reasonably safe for mooring for any duration is Brown Slough. This is inadequate due to its highly silted, shallow channel and physically limited shoreline. Shoreline space on the main river waterfront is often hazardous due to the amount of large vessels maneuvering as well as continuous float plane operations. The main waterfront has no protected or sheltered mooring locations for adverse weather conditions. It has long been obvious that with the successful development and permanent stabilization of the port waterfront, alternate permanent and safe small boat mooring facilities will have to be investigated.

TABLE NO. 2
 PORT OF BETHEL WATER TRANSPORTATION
 TONNAGE AND FUEL GALLONAGE
 RECAP-1977

Company and/or Vessel	Voyage No.	Tonnage to Port	Tonnage out of Port	Gallons Fuel to Port	Gallons Fuel out of Port	Port Location-Incoming Cargo
Foss	1	2,018.96	523.79			New Dock
Foss	2	752.94	186.05			New Dock
Foss	3	1,028.43	228.64			New Dock
Foss	4	4,815.00				Hately Dock
Alaska Cargo Line	1	3,025.07	395.09			New Dock
Alaska Cargo Line	2	1,481.36	384.56			New Dock
Alaska Cargo Line	3	2,489.01	370.37			New Dock
Pacific Ak. Line	1	418.35	283.37			New Dock
Pacific Ak. Line	2	83.80	25.33			New Dock
Pacific Ak. Line	3	285.54	69.31			New Dock
Foss Gravel Barge	1	8,250.00	310.00			Old City Dock
Foss Gravel Barge	2	9,310.00				Old City Dock
Foss Gravel Barge	3	8,940.00				Old City Dock
Yugtak Fish Co "Westward"	Total 2	138.00				New Dock
"Cape Douglas"	1	30.00				Old City Dock
APUTCO	1	119.00		800,000	800,000	Old City Dock, Std. Oil
Bering Pacific T&B	1	1,500.00				Hately Dock
Bering Pac. T&B Gr. Barge	Total 20	18,000.00				Hately Dock
Foss Fuel Barges	Total 8			10,278,932		Std. Oil
Total General Cargo:		18,195.46				
Total Gravel:		44,490.00				
Total Tonnage:		62,685.00				
		Seattle origin re-distributed out:	2,475.21			
		Local origin out:	945.00			
		Total for area distribution - out:	3,420.21			
		Local origin south-bound-Seattle, etc.:	530.00			
		Total Tonnage Out:	4,260.21			
		Total Gallons In:	11,078,932			
		Local Barges - Gallons Out:	5,506,473			
		Total Gallons Out:	6,306,473			

TABLE NO. 3
 PORT OF BETHEL WATER TRANSPORTATION
 TONNAGE AND FUEL GALLONAGE
 TEN YEAR PERCENTAGE INCREASE
 AND PERCENTAGE OF REDISTRIBUTION

PERCENTAGE INCREASE			
	1967	1977	Percent Increase
General Cargo-Incoming:	9,500	18,195	92%
Gravel Incoming:	-0-	44,490	N/A
Total Incoming Tonnage:	9,500	62,685	560%
*Tonnage Redistributed:	1,423	3,420	140%
Bulk Fuel Incoming:	5,712,000	11,078,932	94%
Bulk Fuel Redistributed:	1,142,000	6,306,473	452%
Ten Year Total Average Increase:			<u>268%</u>
Ten Year Average Annual Increase:			<u>27%</u>

PERCENTAGE REDISTRIBUTED TO VILLAGES				
	1967% Redistributed		1977% Redistributed	
General Cargo-Incoming:	9,500		18,195	
*Tonnage Redistributed:	1,423	15%	3,420	19%
Bulk Fuel Incoming:	5,712,000		11,078,932	
Bulk Fuel Redistributed:	1,142,000	20%	6,306,473	57%

*Tonnage redistributed does not include tonnage outgoing to Seattle.

V. TRANSPORTATION: AVIATION

Bethel's role as a major air terminus began with the establishment of a light bomber base on the island opposite the city during World War II. At the termination of the war this left for civilian use, a large twin runway airport that could accommodate large, multi-engine aircraft, primarily the DC-3. In 1957, construction began on the current airport four miles west of the municipal downtown area. In 1958, paving was completed with a design specification of handling 50,000 lb. gross weight aircraft. In 1973, the main runway was both widened and lengthened to 6,400 feet by 150 feet to accommodate the Boeing 727-200 series jet aircraft with a gross weight of 130,000 lbs. In addition, a cross wind runway was added at the south end of the airport. During the past two years further rampage both on the north and south ends and additional connecting taxiways have been developed.

The Bethel airport ranks third within the State of Alaska as to total flight operations, and has for the past three years. It also ranks tenth nationally as to VFR flight operations.

Wien Air Alaska Incorporated is the sole schedule airline providing main line service from outside the area. It is also the sole schedule mail carrier within the area, and provides this service through a subcontractor. In addition, there are seven air charter services currently all FAR Part 135 certified operating from Bethel. These operators provide the majority of transportation needs of people located within Bethel. They also provide transportation for a substantial amount of passenger and freight traffic between other communities and Bethel. The primary reason for this is that scheduled air traffic to the surrounding villages is but a few times per week, passenger carrying capacity is often restricted due to mail poundage on these flights, and most scheduled flights originate and terminate at the airport some four miles west of town. Many village people who come to Bethel for goods and services prefer to land and depart from the river due to immediate access to the downtown. Further, many villages still do not have all season runways and many village airports are located far from the village proper, in some instances a matter of miles. Consequently, a substantial amount of light plane traffic originates and terminates on the river adjacent to town. Many operators maintain their main offices on the waterfront, or at both the airport and waterfront to accommodate this traffic.

During winter operations there is ample tiedown space on the river ice, and of course alternate space at the airport. The summer float plane operation is another matter. There is no developed or designated float plane basin within the Bethel area. The small lakes in and around the community do provide safe tiedown space during stormy weather. Due to their size, however, safe flight operations involving any significant weight configuration is prohibited. Therefore the river has been, and still is, the preferred and safest location for float operations. Due to the ever present bank erosion maintaining continuous float operations on the river

becomes a seasonal battle for all operators. With it, there is an annual consequence of damages as well as losses of some aircraft while moored due to sudden weather changes.

As can be determined from Table No. 4, and Table No. 5, aviation has experienced and is still experiencing an extreme rapid rate of growth. Stabilization of the waterfront so that fixed base operators may permanently locate is essential to the future development of this industry.

TABLE NO. 4
ANALYSIS OF AIR COMMERCE-
BETHEL TERMINAL ZONE

1. Tonnage of mail and freight to-from Bethel airport by schedule carrier:

<u>1976</u>			
<u>TO</u>		<u>FROM</u>	
<u>Mail</u>	<u>Freight</u>	<u>Mail</u>	<u>Freight</u>
3609	3123	2280	1564
Total: 6732		Total: 3844	
Combined Total Tons: <u>10,576</u>			

<u>1977</u>			
<u>TO</u>		<u>FROM</u>	
<u>Mail</u>	<u>Freight</u>	<u>Mail</u>	<u>Freight</u>
3760	3049	2409	1638
Total: 6809		Total: 4047	
Combined Total Tons: <u>10,856</u>			

2. Total passengers on-off at the Bethel airport by schedule carrier:

	<u>1976</u>	<u>1977</u>
Off:	32468	34953
On:	<u>31753</u>	<u>33123</u>
Total Pass. Traffic:	<u>64221</u>	<u>68076</u>

3. Total aircraft operations at Bethel airport:

<u>1967</u>	<u>1973</u>	<u>1977*</u>
7,500	24,450	47,728

*October 31, 1976 - November 1, 1977

4. Total flight service operations handled by the Bethel Flight Service Station:

<u>1967</u>	<u>1973</u>	<u>1977*</u>
23,752	92,900	240,000

*October 31, 1976 - November 1, 1977

TABLE NO. 5
 BETHEL AIRPORT
 TEN YEAR PERCENTAGE INCREASE

	1967	1977	Percent Increase
Mail/Freight to Airport- tons:	1,980	6,809	244%
Total Passenger on-off:	10,800	68,076	530%
Total aircraft operations:	7,500	47,728	536%
Ten Year Total Average Increase:			<u>437%</u>
Ten Year Average Annual Increase:			<u>44%</u>

VI. FISHERIES

The commercial salmon fishery of the Kuskokwim River is relatively new as compared with the statewide industry. Commercial harvest of salmon of any significant number didn't occur until 1960. Historically, a large subsistence usage of these fish has always prevailed. The Commercial Fisheries Division of the Alaska Department of Fish and Game records the Kuskokwim subsistence salmon fishery as the largest in North America and probably, by catch, the largest known in the world. All species of north Pacific salmon are found within the river--king, chums, coho, pinks, and sockeyes. The perimeter of the main commercial fishery starts approximately fifty miles above Bethel and extends to the Kuskokwim Bay approximately eighty-six miles down river. The river is divided into five subdistricts, of which three are contained in the above perimeters and are the primary commercial districts. This is an exclusive gill net fishery. As the commercial value of the fish increased, so did the quality of gear used and knowledge of new, different, and more productive fishing techniques. This became quite evident in the unit of fisherman per period catch data from a few years previous. The commercial fishery now is limited to some eight hundred limited entry permit holders. However, subsistence fishing is open to all.

There are six fish processors currently within the Bethel area. Five of these are located in various states of permanency on the Bethel waterfront. None of these currently fully process a fish pack for export. The majority of the salmon harvested is exported either semidressed (gutted) or in the round. It is estimated by industry sources that approximately one million pounds of salmon were exported in the round this year by Bethel processors. The majority of this export is by air. Although the Seattle barge companies have indicated a willingness to stage freezer vans for backhaul in Bethel, there is at present no facility or place on the waterfront for such staging.

The economic value of this natural resource to the area and to Bethel has in the past five years become strikingly evident. The value of the commercial fishery this year in money paid to the fishermen from the fish ticket audits by the Department of Fish and Game was \$4,173,000.00. The estimated value of the product to the local processors at the time of export and at the average wholesale market price at such time was \$5,871,000.00. The value of this product would be substantially increased if finished pack processing could occur at Bethel. This industry requires direct access to the river system and to other supply channels, mainly air. Before such advanced fish processing facilities can be realistically looked at, and the capital acquired for such, a permanent seawall installation must be developed. Such processing facilities as canning, freezing and smoking require strict sanitation standards and expensive equipment and facilities which necessitate long term capital

outlays. In the absence of permanent and stabilized port locations for such facilities, it has proven virtually impossible to attract long term capital investment to the industry.

The alternatives to the permanent on shore processing facility is the floater. Such type vessels per day cost of operation is many hundred percentile higher than an on shore based installation. Such vessels require adequate mooring with fresh water access and are without benefit after freeze-up. They must be either placed in a drydock situation or removed from the area at great expense. This incapacity during the winter months precludes their use for product storing, and storing of fishermen's gear and supplies during the off season.

The growth potential of this industry is readily assured for numerous reasons. There is an ever increasing world market for salmon, as in the case of most high protein foods. With the closing of the Bering Sea through the imposition of two hundred mile fishing zones by the United States and Russia, Japanese high seas interception (the largest in the world) of western Alaskan salmon stocks has been severely diminished. Other areas of high seas interception of western Alaska salmon such as the Gulf of Alaska and south are presently under re-negotiation by the International North Pacific Fisheries Convention, and it is felt from preliminary negotiating materials that total high seas abstention is being demanded by the United States and Canada.

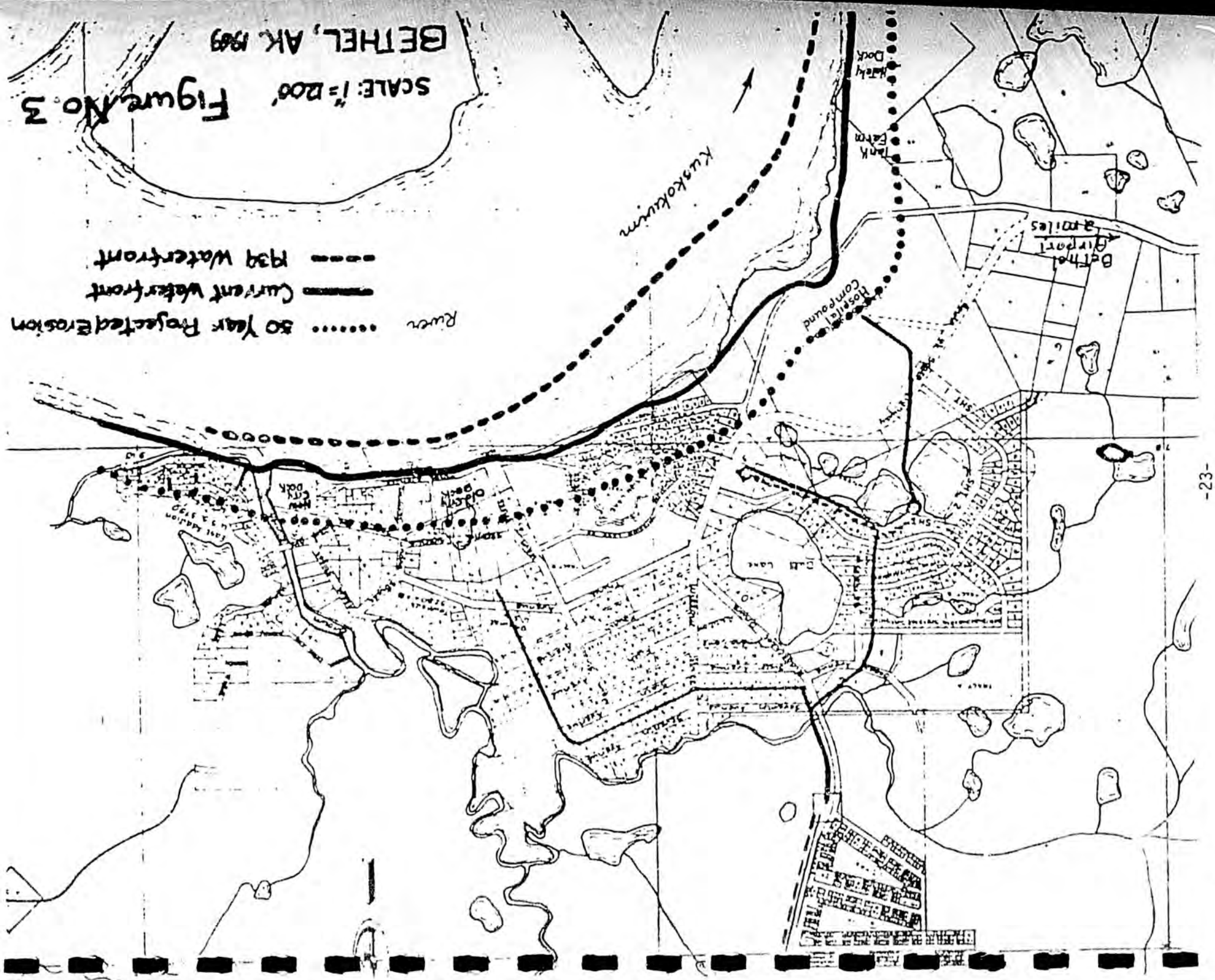
The United States per capita consumption of salmon has been at its historic lowest during the past several years at .2 pounds per capita. The main reason for this has been the overharvesting of the fish both domestically and on the high seas during the last two decades. This situation was quite devastating to the Alaskan salmon economy which produces 93% of the total North American catch. Thus, demand saw a rapid increase and price adjusted to supply. It was during this period of critical low production that the Kuskokwim commercial fisheries made its most rapid strides. Historically the management philosophy of the Kuskokwim fisheries has been extremely conservative, and there appears to be no evidence that domestic harvesting, either commercial or subsistence, has affected the run strength of any of the species.

It is this same situation, low production in other parts of Alaska, that will cause an even further development of the Kuskokwim salmon fishery including the eventual harvesting of the Kuskokwim pink salmon, which is at this point, under-harvested and is the only such surplus fishery known in the State of Alaska.

VII. ECONOMIC PROFILES: METHODOLOGY

The intent of this report is to provide an economic justification for structural solutions to bank erosion in Bethel. In order to achieve this goal this report addresses a geographic area supplied by the United States Army Corp of Engineers as the fifty year erosion limit for Bethel. (Figure No. 3). This area constitutes the impacted land and improvements which would erode if structural solutions do not occur. A fifty year limit is used by the U. S. Army Corp of Engineers as the life of a structural improvement, therefore the evaluation considers the cost of the improvement and the value of losses if no improvement is forthcoming during that time period.

In order to illustrate the value of the area considered, three alternative issues have been considered. They are, 1) Present value of land and improvements in the impacted area, 2) Replacement value of land and improvements in the impacted area, and 3) Cost to move and loss of non-moveables in the impacted area. A comprehensive overview is provided in summary form for the three issues stated, and the components of the impacted area are broken into the following headings: land, roads, utilities, residential structures, commercial structures, hospital compound, and the petroleum tank farm.



BETHEL, AK 1969
 SCALE: 1"=1200'
 Figure No. 3

River
 50 Year Projected Erosion
 ——— Current Waterfront
 - - - - 1939 Waterfront

VIII. REAL PROPERTY

The amount of land which would be lost due to erosion of the riverbank is calculated using information provided by the United States Army Corp of Engineers in the September 1970 report titled, "Bethel Bank Stabilization and Flood Control, Bethel, Alaska." The frontage land to be considered is 10,000 linear feet which is that area beginning at the east end of town through the petroleum tank farm property at the west end. An erosion rate of twelve feet per year is used for that waterfront area beginning at, and including U. S. S. 3790, west to the east boundary line of U. S. S. 4000. This measures approximately 7,500 feet. An erosion rate of 16 feet per year is used for U. S. S. 4000 as well as U. S. S. 4117, lot 44, which includes hospital and petroleum tank farm property. This measures approximately 2,500 feet.

The amount of land lost per year:

$$12 \text{ feet} \times 7,500 = 90,000 \text{ feet}$$

$$16 \text{ feet} \times 2,500 = 40,000 \text{ feet}$$

Total square footage eroding per year = 130,000 square feet

Amount of land lost over a 50 year time period:

$$130,000 \text{ sq. ft.} \times 50 \text{ ft.} = 6,500,000 \text{ sq. ft.}$$

VALUE OF REAL PROPERTY

The value of the real property lost is that quantity of land lost multiplied by an average square foot price based on the following "Summary of Recent Sales." (Table No. 6). The summary averages out to a price of 60¢ per square foot for land. The total value of land lost would be:

$$60¢ \times 6,500,000 \text{ sq. ft.} = \$3,900,000$$

As land that is lost due to erosion cannot be replaced, the value of the property and the replacement value are the same, \$3,900,000.

Although a replacement value can be established, this may actually be unrealistic due to tight land ownership as a result of the Alaska Native Claims Settlement Act. Much of the land surrounding Bethel has been filed upon by individual native allotments. The remainder has been filed upon by the Bethel Native Corporation. Russ Gallagher, attorney for the Bethel Native Corporation, states that "they (the government) couldn't offer us a price high enough for us to accept, our land is too important to us." If nothing else, land problems would end in a costly court battle.

It should be noted that the erosion limit crosses two lakes, Shallow Lake and Mission Lake. If the waterfront were to reach these two areas an accelerated rate of erosion would occur. For the purposes of this report, however, exact Corp of Engineers figures have been used.

SUMMARY OF RECENT SALES

Recent sales in Bethel are examined in order to determine a fair market value for land in Bethel. Fair market value is defined as "the amount estimated in terms of money that a property will bring after being exposed to the market for a reasonable time and finding a knowledgeable buyer, willing to buy from a willing and knowledgeable seller, both being aware of all the uses to which the property could be adapted and neither being under pressure or duress."

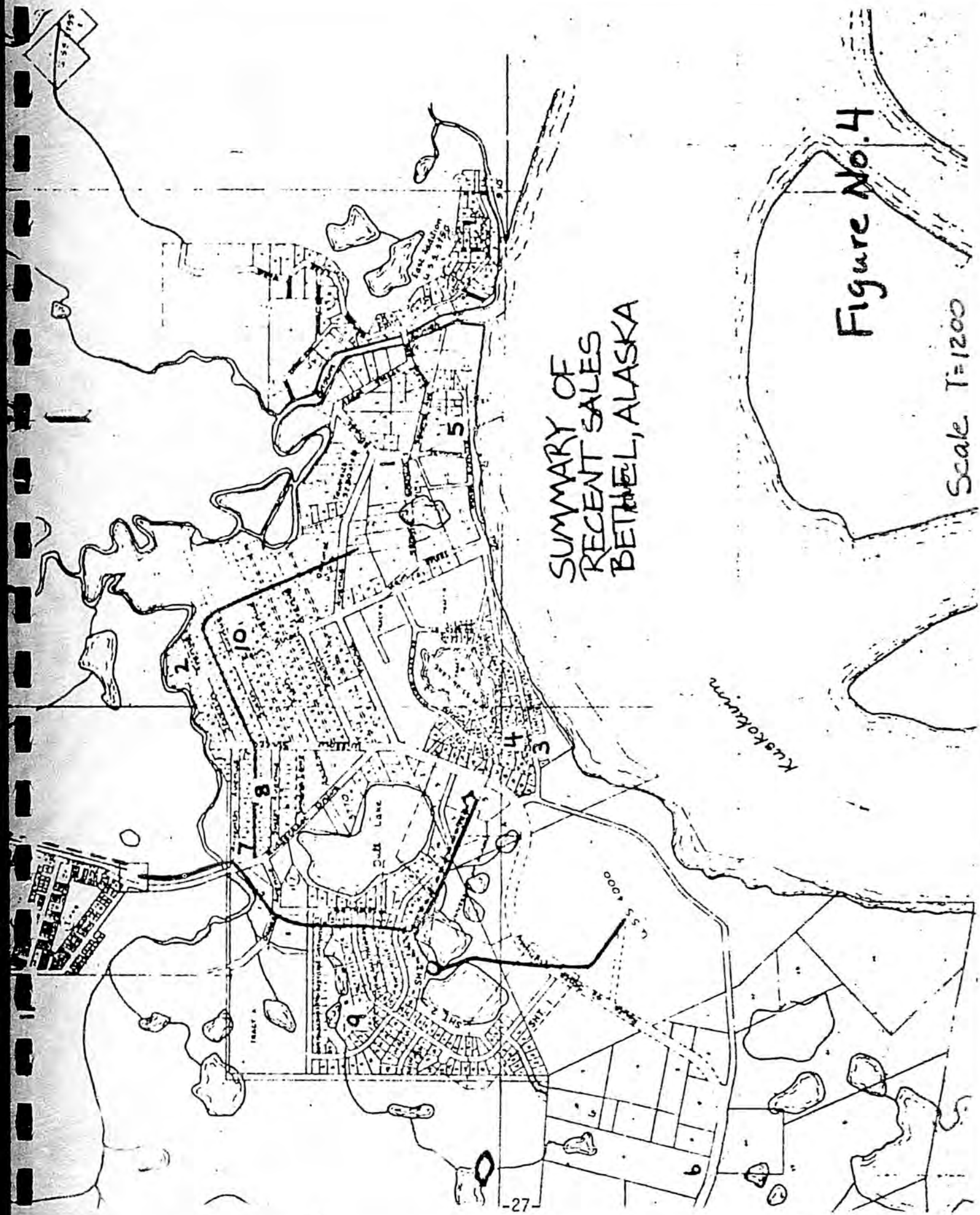
Sales in Bethel which occurred during the previous five months of 1977 are broken down in the EXAMPLES OF RECENT SALES, which provides information concerning the buyer, lot location, total price, and square footage price for the land. These sales reflect current prices being paid for land in Bethel and every effort has been made to reflect the true land value picture.

The EXAMPLES OF RECENT SALES shows varying prices per square foot being paid for land. The lowest price paid, thirty cents per square foot, has been for lots sold in the City Subdivision. Incorporating this price in the average may actually be inappropriate as these lots were sold by the City of Bethel, a governmental unit, with the price set by the Planning Commission and the City Council of the City of Bethel, to cover administration and development costs, and not on the private market. The price for lots in Ptarmigan Subdivision sold by the Association of Village Council Presidents Housing Authority, a non-profit organization, were set according to exact development and administrative costs and were also not set on the private market. These sales have been included however, because they are current sales in Bethel and have been obtained at the stated price.

An average of the square foot price for land in Bethel is sixty cents per square foot. As there is currently no zoning and no real estate taxation within Bethel, any differentiation of the use of the land into residential and commercial is not appropriate.

TABLE NO. 6
EXAMPLES OF RECENT SALES

BUYER/DATE	LOT, BLOCK, SURVEY	TOTAL PRICE	VALUE OF HOUSE	VALUE OF LAND	SQUARE FOOTAGE	PRICE PER SQUARE FOOT	COMMENTS
1. Clifton Hill summer 1977	lot 16, block 15 U.S.S. 3230	\$25,000	\$15,000	\$10,000	21,668	46¢	in flood plain
2. Joe Albrite summer 1977	lot 3, block 1 U.S.S. 3230	\$45,000	\$32,500	\$12,500	28,193	44¢	in flood plain; most sq. footage non-usage
3. Glenda Schmierbach summer 1977	lot 3, block 1 Mumtretlek	\$ 9,000	\$ 2,000	\$ 7,000	7,500	93¢	eroding, on riverbank
4. Vern Shimanek summer 1977	portion of lot 13, block 5 Mumtretlek	\$ 2,500	none	\$ 2,500	2,900	89¢	in erosion area
5. Kirk Meade 1976	lot 6, block 18 U.S.S. 3230	\$13,000	\$ 6,000	\$ 7,000	7,932	88¢	in flood plain and erosion area
6. Chet Atkins summer 1977	portion of lot 6, block 18 U.S.S. 4117					32¢	
7. Tom Kreitinger	lot 10, block 2 U.S.S. 3770	\$10,000	none	\$10,000	15,506	64¢	in flood plain
8. Ben Rowland	lot 18, block 2 U.S.S. 3770	\$10,000	none	\$10,000	15,505	64¢	
9. City Sub- division lots summer 1977			none			30¢	governmental unit selling land
10. Tom Pierce- Bulger summer 1977	lot 7, block 5 U.S.S. 3230	\$ 5,500	none	\$ 5,500	15,000	37¢	very low, in flood plain
11. A.V.C.P. Housing Authority summer 1977	Ptarmigan Subdivision	\$ 8,100	none	\$ 8,100	11,000	74¢	non-profit government housing authority selling land



SUMMARY OF
RECENT SALES
BETHEL, ALASKA

Figure No. 4

Scale 1"=1200'

IX. ROADS

In considering the fifty year erosion limit, the exact loss of roads can be established as well as the effect of the loss of roads. In terms of replacement cost, the State of Alaska, Department of Transportation, states that this figure cannot be totally accurate due to the unavailability of exact location plans, topography, and other considerations. Replacement costs are computed on a footage basis for the amount of road that would be lost even though new road systems would not take the same configuration

Those roads that would be lost as a result of continued erosion would be:

PAVED ROADS	APPROXIMATE FEET
-------------	------------------

1. State Highway, City Center Sub.	350 feet
2. Second Avenue, U.S.S. 3230	1,300 feet
3. Bridge Avenue, U.S.S. 3230	200 feet
TOTAL PAVED ROAD	<u>1,850 feet</u>

DIRT ROADS	APPROXIMATE FEET
------------	------------------

1. First Avenue	
NOTE: approximately 800 feet of First Avenue in Mumtretlek Subdivision and 300 feet in U.S.S. 400 have been recently lost due to erosion and are not reflected in these figures.	
2. Mission Lake Road/Lind Street	500 feet
3. Kilbuck Street	600 feet
4. Main Street	650 feet
5. Oscar Way	350 feet
6. East Avenue	<u>1,400 feet</u>
TOTAL DIRT ROADS	<u>10,505 feet</u>

These roads are shown in Figure No. 5. The effects of this loss of public access within Bethel would be quite far reaching. Currently there are two examples which substantiate this claim. The first of these is the erosion of First Avenue along the waterfront. Previously this road extended through Mumtretlek Subdivision, U.S.S. 1002, and into U.S.S. 3230. A portion of this road in excess of 800 feet has eroded such that access along that road no longer exists. Road access to Mumtretlek Subdivision is now through one main road only. Deprived access through other routes means that all services, deliveries, personal usage, and fire and police protection must use only one route to service existing houses. Difficulties may easily arise, and have recently done so. In the fall of 1977, First Avenue has turned to mud to such an extent that four stuck cars blocked the road in excess of twenty-four hours. City services to homes were canceled as there was no alternate means available to reach the homes. Had a fire broken out at that time in that area, the fire department would have been unable to move fire trucks to the scene. The City of Bethel Planning Commission in a recent meeting on road priorities stated that alternate road access in that area is a necessity and is in the interest of public safety.

The second and most recent example of the effect of road loss is that road located behind the Public Health Service Hospital. This road, an extension of First Avenue, provided an alternate route to the hospital, hospital housing, and to the State Highway and was totally destroyed in the summer of 1977.

Road access which would be lost due to erosion as considered in this report could prove substantially more hazardous than those already lost. If Second Avenue and Bridge Street were allowed to erode, "Lousetown," on the east side of Brown Slough, would be totally inaccessible. Those homes would be cut off from the remainder of Bethel unless further road access were developed, which would be difficult and expensive.

Additionally, access to the main body of the town is in danger if a portion of the State Highway is allowed to erode. Here again, the State Highway is the only road between the Bethel Airport and the residential and commercial areas of town.

Assuming that it would take a substantial number of years to reach these two major access roads, there are many additional damages that would be caused if gradual erosion continues. Primary among these concerns access to individual lots owned on the private market by citizens of Bethel. Private lot owners would be restrained from reaching their own property because land ownership patterns are such that it would be necessary to trespass on the property of another to reach various homes.

Public access to the river is also endangered as public lands are lost to those held in private ownership. Many residents are already experiencing difficulties obtaining access to the river due to land ownership patterns.

Problems arise in placing a monetary value on the roads as well as the reconstruction costs for replacement. Without preliminary planning the costs are only an estimate. Mr. Robert Haneline, Director, Local Service Roads and Trails of the Department of Transportation, estimates that the price for one foot of dirt road is \$70. No price is available for paved roads due to various questions, therefore, a low cost of \$70 per foot of road is used for all roads.

Assuming a total of 12,355 feet of road will be lost, the monetary loss of roads as well as the cost to replace will be:

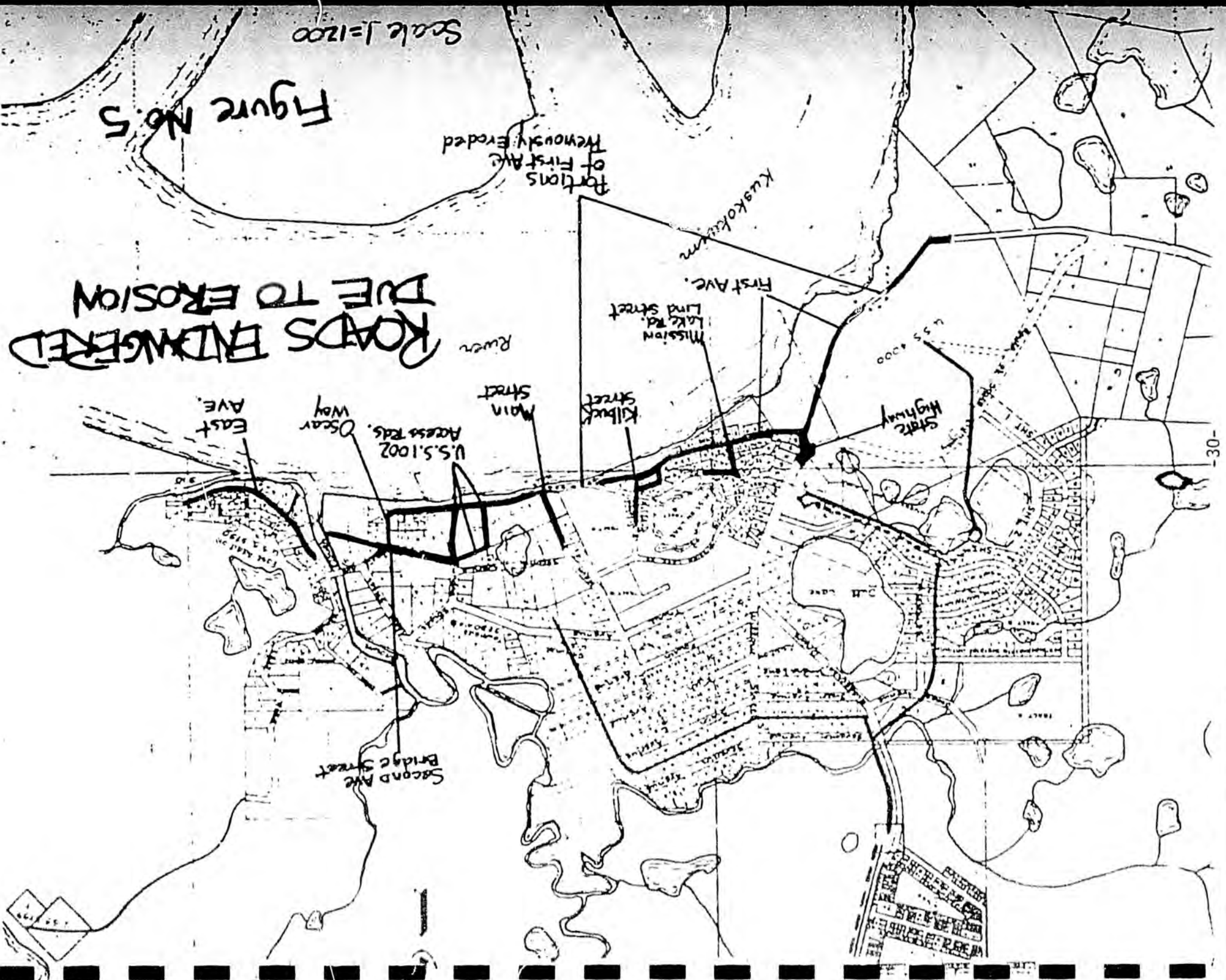
$$12,355 \times \$70 = \$864,850$$

ROADS ENDANGERED DUE TO EROSION

Figure No. 5

Scale 1=1200

Portions
of First Ave.
temporarily Eroded



X. TELEPHONE AND ELECTRICAL UTILITIES

With regard to telephone and electrical utilities, the present value, cost to replace, and the cost to move will be identical as it would be necessary to abandon these utilities rather than reuse and relocate.

There are currently seventy power poles in the erosion area considered. Bethel Utilities Company states that each pole is worth, or would have to be replaced, at a cost of \$2,000 per pole. Therefore, the value of electrical utilities is:

$$\$2,000 \times 70 \text{ poles} = \$140,000$$

This price is all inclusive of labor, equipment, and hardware.

General Telephone Company of Alaska states that telephone cable in the erosion area is worth \$92,600. As it would be necessary to abandon cable lost to erosion, the replacement value is the same.

Total value for electrical utilities and telephone is:

$$\$140,000 + \$92,600 = \$232,600$$

XI. RESIDENTIAL STRUCTURES

Within the erosion area to be considered in this report, there are currently 142 private residential homes in use. This figure does not include the hospital housing or the petroleum tank farm which are addressed later in their entirety. The type and quality of these homes vary dramatically from poor quality homes to homes valued up to \$70,000. The house numbers of these homes is attached as Table No. 7.

As previously stated, for the purposes of this report three values for residential units must be established. They are 1) present value, 2) replacement value, and 3) cost of moving.

1) Present Value: Present value of residential structures (excluding land) can only be estimated. In an effort not to inflate the value of homes, an average value for all residential structures is established at \$8,000 per structure. Therefore, the present value of residential structures in the erosion area is:

$$142 \times \$8,000 = \$1,136,000$$

2) Demolition and Replacement Value: If homes were to be replaced it would also be necessary to demolish the structures that presently exist rather than having the debris fall into the river and create future problems. A local contractor states that the cost of demolishing an average house in Bethel and removing the debris would be \$1,000. If all 142 residential homes would be demolished, the cost would be \$142,000. Replacement of the homes can be figured on a cost

per square foot basis. It is assumed that the average size of these homes equals 600 square feet. Present non-government costs for wood frame construction are between \$50-62 per square foot. Government construction is approximately \$110 per square foot for wood frame construction. Using the average of \$56 per square foot wood frame construction, the replacement costs for residential structures equals:

600 square feet X 142 homes = 85,200 square feet X \$56 per square foot = Total Replacement Cost of \$4,771,200.

Total replacement cost must then be added to demolition cost to obtain the value of complete replacement:

Demolition Cost	\$ 142,000
Replacement Cost	\$4,771,200
	<hr/>
	\$4,813,200

3) Cost of Moving: Cost of moving a house will vary as to size and other factors; however, the cost of moving an average residential home by a local contractor is \$2,000. This entails moving the house from one location to another only.

The above cost of moving a house does not include necessary leveling, rehooking of water tanks, etc. This would take an average of three men, three days, at \$15 per hour for an additional cost of \$1,080 per house.

Additional costs incurred in moving would be the required packing and moving of household belongings which would necessitate renting a truck as well as manpower for an average price of \$300.

The total cost of moving an average house is \$3,380. If it were possible to move all 142 residential structures in the erosion area, the total cost would be \$479,960.

INTANGIBLE COSTS OF MOVING

The intangible cost of moving cannot be overstated.

Within the erosion area there are basically two neighborhoods. The first of these is U. S. Survey 3790 on the east side of Brown Slough, commonly referred to as "Lousetown." The majority of residents of Lousetown have been living in those homes since before the land was deeded by the Bureau of Land Management, Townsite Trustee. The residents of this area are often extended families living in close proximity to one another and lifelong friends.

The residents of Lousetown were originally given an opportunity to move to the Alaska State Housing Authority project, "Bethel Heights,"

so that they could live in housing which would be out of the one hundred year flood plain. Some people did move to "Bethel Heights" and it was found that they would abandon these houses to return to their old homes, for various reasons, in Lousetown. The uniqueness and sense of community found across the bridge in Lousetown, is something that could never be replaced. The tie these people have to their waterfront homes, or near-waterfront homes, provides yearly access to the river for fishing as well as a transportation route for boats and snowmachines. This way of life is a choice of this community and should not be destroyed.

Mumtretlek Subdivision is another neighborhood that would be almost totally destroyed if erosion were allowed to continue. As with Lousetown, the feeling of community and family could never be replaced and the relocation of these people away from the waterfront would seriously hamper a way of life requiring proximity to the river.

Both of these neighborhoods recognize themselves as unique and have organized on the grass roots level to express their desires for their neighborhoods. In the case of Mumtretlek Subdivision, in the summer of 1977, a local fish processor attempted to locate a fish processing plant within this neighborhood. Residents were concerned about the use of land in this manner and about the heavy, excessive use of trucks this would require on a residential road ordinarily filled with small children. Totally as a result of neighborhood efforts, this development was halted and the character of this neighborhood has been maintained.

Lousetown has organized the "Upper Lousetown Development Association" which was formed to address boat docking, launching, and storage problems in Lousetown. This organization of Lousetown residents is currently solving these problems. Lousetown also organized in the summer of 1977 to help get the Brown Slough Bridge repaired after the flood damaged it.

Alongside the lose of community would be the loss of access to the river, the lifeline of Bethel, to the current residents. Moving homes away from the river would not negate the need for river accessibility by the residents; however, it could be quite difficult to obtain. Current land owned by the municipality to provide public access is quickly eroding away, and if allowed to continue, will entirely erode.

TABLE NO. 7

HOUSE NUMBERS IN EROSION AREA

904	12105	1020	1094
907	12012	1018	1098
909	12018	2017	1100
910	10600	2015	1110
911	10604	2009	1112
912	16010	2011	1116
913	10614	2007	1118
915	10618	1017	1053
920	1160	1019	1055
921	1079	1026	1057
922	1154	600	1081
923	1152	602	1075
927	12303	608	1073
932	12311	612	1071
934	12017	1036	1069
916	12106	1038	1067
924	12104	1023	1065
926	12102	1035	1059
716	1134	1037	1061
2000	12105	1040	1124
713	12013	1042	1130
717	12011	430	1136
700	1097	437	1138
1000	1095	427	1140
1001	1091	.25	1142
1003	1107	423	1144
1005	1109	1080	1146
1009	2070	1083	1150
1002	1068	1084	1156
1014	1064	1086	1158
1012	1062	1088	12303
1016	1058	1090	12301
1022	1056	1096	12103
413	411	1092	1122
1108			
1 Quanset			
2 Trailers			

XII. COMMERCIAL AND GOVERNMENT ENTERPRISE

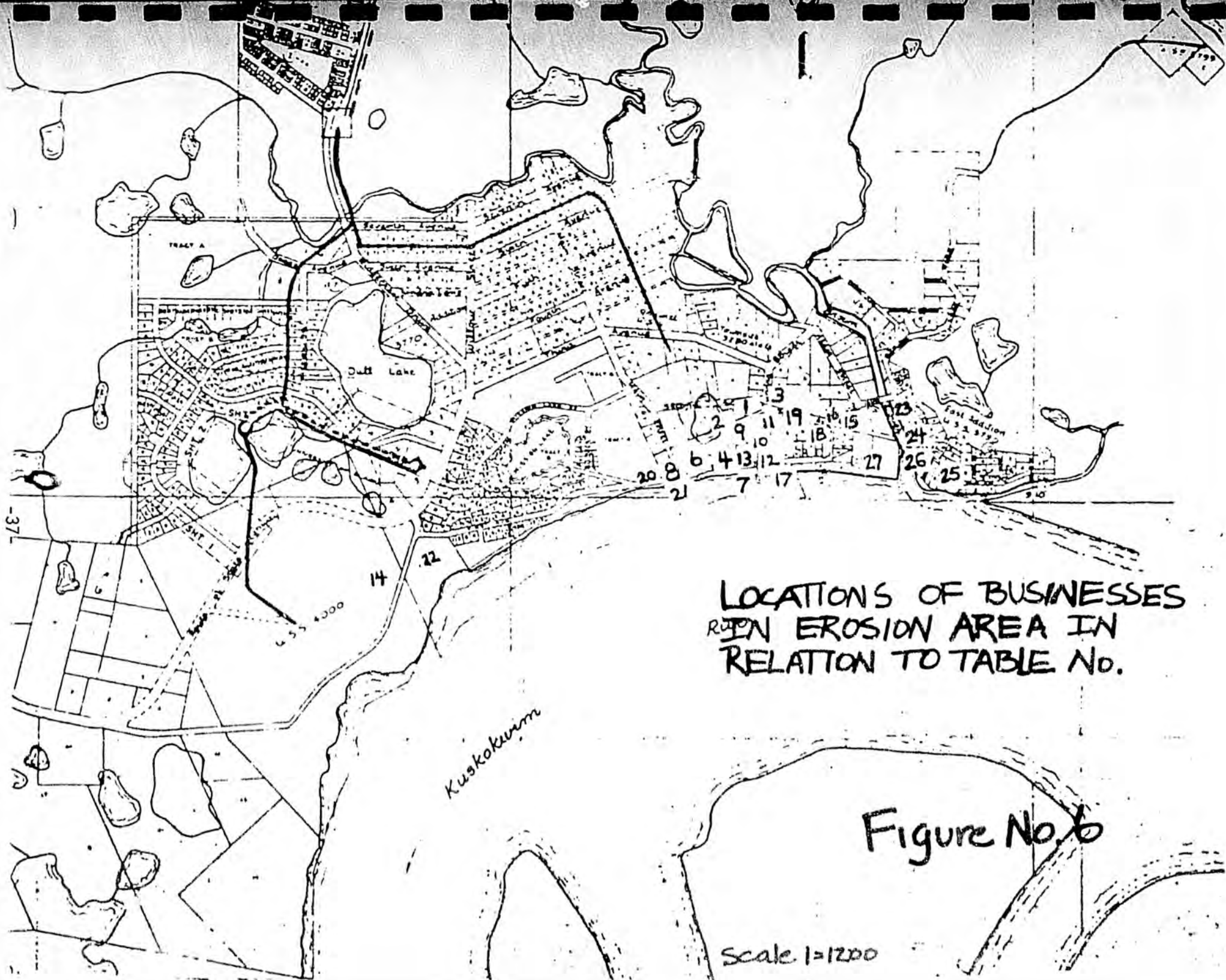
Within the erosion area there are twenty-six commercial and government enterprises, as well as the City of Bethel Dock. Figure No. 6, used with Table No. 8, show the locations for each. The hospital compound and the petroleum tank farm are treated separately due to their complexity and importance.

The majority of businesses located in the erosion area are in what is considered to be the downtown section of Bethel. This area is easily accessible to river traffic from surrounding villages, as well as to foot traffic within Bethel. Many of these businesses rely upon this location and would incur an additional cost of doing business away from the waterfront. One object of the recent Alaska Coastal Zone Management Act Section 46,36.020 (4) is "the management of coastal land and water uses in such a manner than generally, those uses which are economically or physically dependent on a coastal location are given higher priority when compared to uses which do not economically or physically require a coastal location."

The present value, cost to move, and cost to replace these businesses are presented in Table No. 8. For those businesses which it would be impossible to move the cost to replace is substituted. This table shows that the present value of businesses located in the erosion area is \$6,010,000, the replacement cost is \$7,254,000, and the relocation cost is \$6,378,500.

TABLE NO. 8
BUSINESSES IN THE EROSION AREA

NUMBER (FIGURE 6)	BUSINESS NAME	VALUE OF BUILDING	RELOCATION	REPLACEMENT
1.	Swanson's Store	\$2,000,000	\$2,000,000	\$2,000,000
2.	Catholic Church	100,000	271,000	271,000
3.	Bering Sea Bookkeeping	10,000	500	10,000
4.	Swanson's Marina	150,000	50,000	150,000
5.	Bethel Ventures	525,000	525,000	525,000
6.	Porter Electronics	138,000	138,000	138,000
7.	Checker Cab	140,000	20,000	140,000
8.	First National Bank	175,000	500,000	500,000
9.	Recreation Center No. 1	169,000	10,000	178,000
10.	Recreation Center No. 2	169,000	10,000	178,000
11.	Cowan Hut	10,000	75,000	75,000
12.	Day Care Center	70,000	10,000	70,000
13.	I.D. Variety	10,000	7,000	45,000
14.	O.E.H. Staging Ground	65,000	65,000	65,000
15.	Wild Goose Restaurant	85,000	225,000	225,000
16.	Bethel Power Products	35,000	62,000	62,000
17.	Dr. Carpenter's	15,000	4,000	22,000
18.	Nerby's Store	70,000	225,000	225,000
19.	Jay's Auto Shop	12,000	4,000	28,000
20.	Bush Air	112,000	16,000	120,000
21.	Samuelson's Flying	12,000	3,500	18,000
22.	Fish and Game	28,000	12,000	41,000
23.	Brown Slough Marina	10,000	5,500	28,000
24.	Samuelson's Store	35,000	150,000	150,000
25.	J.B. Crow and Sons	250,000	250,000	250,000
26.	City Dock	1,600,000	1,600,000	1,600,000



LOCATIONS OF BUSINESSES
 IN EROSION AREA IN
 RELATION TO TABLE NO.

Figure No. 6

Scale 1=1200

XIII. PUBLIC HEALTH SERVICE HOSPITAL

The Bethel Service Unit is one of seven native service units operated by the Indian Health Service in Alaska. It provides both non-acute and acute health care for the inhabitants of southwest Alaska. In Bethel the Public Health Service Hospital is currently located along the riverbank in U. S. Survey 4000. For this report, housing, water treatment facilities and the hospital are treated as a whole rather than being dispersed through other divisions in this report.

The Corp of Engineers has advised that the average rate of erosion along the riverbank of the Public Health Service property is sixteen feet per year. In fifty years this erosion would place the riverbank eight hundred feet back from the present riverbank, or in the middle of the Public Health Service compound road following the west side of the hospital building. See Figure 3. Thus, all buildings on the present Public Health Service compound would have to be either moved or destroyed. In twenty-five years the present hospital building and quarters could not be used due to height of the bank and erratic erosion.

Currently the Public Health Service is constructing a new hospital at a cost of \$32+ million. Though the present hospital will not be used for health care, it will have a commercial use value. The well and water storage facilities also have a value to the community.

By 1990, the quarters in the affected area will no longer be used by the Public Health Service but will have a value to the community. Both the quarters and the hospital buildings have about fifty years of non-health use left with proper maintenance and repair.

For purposes of the entire report, values have been placed on present value, replacement costs, and moving and loss costs. This excludes land, roads, and utilities which are considered separately.

1) Present Value of Hospital Complex:

The present value of the hospital complex is estimated by hospital officials as the cost of present wood frame construction depreciated over a twenty-five year period. Present non-government costs are between \$50-\$62 per square foot for wood frame construction. Government costs are substantially higher at \$110 per square foot wood frame construction. For the purposes of present value and replacement value for the buildings, hospital officials have chosen to use an average construction cost of \$56 per square foot for wood frame construction.

With 92,290 square feet at \$56 per square foot, the cost would be \$5,168,240. Less twenty-five years depreciation the value would be \$2,584,120 for the hospital and hospital housing. Added to this is the present value of the well and water treatment storage facilities which is \$2,500,000, for a total present value of the hospital complex at \$5,084,120.

2) Replacement Value of the Hospital Complex:

Replacement value is considered using the square footage lost multiplied by \$56 per square foot for the construction of a wood frame building. This figure does take into account the fact that this building will not be used as a hospital in future years, but that it would be used for another purpose within the community.

Hospital building	28,254 s.f.	\$1,582,224
Quarters (25)	11,978 s.f.	670,768
Service Building	12,258 s.f.	686,448
Quarters (16)	8,384 s.f.	469,504
Shop-Garage	1,440 s.f.	80,640
Storage	4,600 s.f.	257,600
Quarters (1)	1,148 s.f.	64,228
Quarters (1)	874 s.f.	48,944
Quarters (1)	780 s.f.	43,680
Quarters (3)	1,060 s.f.	59,360
Garage	640 s.f.	35,840
Warehouse	576 s.f.	32,256
Warehouse	1,900 s.f.	106,400
Quarters (4)	4,380 s.f.	245,280
Quarters (4)	4,380 s.f.	245,280
Quarters (4)	4,380 s.f.	245,280
Quarters (8)	5,138 s.f.	287,728
Water facilities		2,500,000
<hr/>		
TOTAL REPLACEMENT COST		\$7,110,400

3) Relocation: Present basic residential moving costs are a minimum of \$3 per square foot or more, depending on distance of move and difficulty of moving. The present building could not be moved at the low figure but could probably be moved at \$30 per square foot. It would be reasonable to assume that the average cost of moving the structures would be \$30 per square foot for the move alone, not counting additional relocation expenses. The well and water treatment-storage facilities could not be moved. Therefore, the relocation costs would be:

Cost of relocating building	\$1,845,600
Water and sewer system	\$2,500,000
Heating systems	\$2,000,000
<hr/>	
TOTAL RELOCATION COSTS	\$6,345,600

IXV. PETROLEUM TANK FARM

Chevron USA, previously known as Standard Oil Company of California, has maintained a bulk storage facility in the vicinity of Bethel for the past forty years. Such facility is the primary fuel distribution point for thirty communities on the Kuskokwim River and adjacent point for thirty communities on the Kuskokwim River and adjacent Bering Sea coast. It receives its bulk fuel products from the tank farm located at Dutch Harbor on the Aleutian Chair, an all season seaport, via ocean going barge.

The tank farm, which is located on the down river extreme of the port, is currently in a critical situation due to the excellerated bank erosion. It now contains fifteen storage tanks with another 1,512,000 gallon tank scheduled for next year, a double tank truck loading rack, a marine loading and unloading dock site, and three warehouses. It might be appropriate to say that the tank farm is Bethel's most valued commercial asset.

At present, it currently has storage capacity for 6,498,000 gallons of bulk fuel. With the addition of the previously mentioned new tank next year, the capacity will increase to 8,010,000 gallons. More than half of the farm's present storage capacity was added in the past six years. This is illustrated in Table No. 9.

TABLE NO. 9

YEAR	STORAGE INSTALLED
1970	1,134,000 gallons
1972	2,037,000 gallons
1976	1,840,000 gallons
TOTAL	4,011,000 gallons

This year the tank farm received 11,078,932 gallons of bulk fuel product, of which 6,306,473 gallons or 57% was redistributed via water transportation to local communities. The tank farm also received 557 tons of cased petroleum products, of which 345 tons or 61% were redistributed. With regard to incoming fuel, the tank farm has experienced a 94% average annual growth over the past ten years. Further information on this is contained within Tables 2 and 3.

Current value of the tank farm as provided by company sources is \$4,000,000, which does not include the real property involved. This appraisal is treated within the previous real property section of this report. With the addition of the previously mentioned 1,512,000 gallon tank next year, at a cost of \$500,000, the value is raised to \$4,500,000. Company engineers estimate that the cost of relocating the farm, without the cost of acquisition of real property would be \$1,150,000, if such

relocation were to occur in Bethel. However, this cost does not include the development of a pipeline, assuming that relocation due to bank erosion would have to be a substantial distance from the waterfront to anticipate future years of erosion.

Relocation of the tank farm outside the community would be an economic impossibility for Bethel. There is now a minimum storage need for winter consumption of approximately 6.5 million gallons, the current maximum capacity of the farm, with spring shortages often arising that require special fuel air lifts to Bethel.

XV. SUMMARY AND ANALYSIS

The total present value, relocation costs, and replacement costs are summarized in Table No. 10. Replacement cost is included to demonstrate total replacement of all buildings and facilities that would be lost due to erosion within a fifty year projection. Relocation costs include replacement cost of those facilities that cannot be moved, with moving cost of those that can.

TABLE NO. 10
SUMMARY OF VALUES

CATEGORY	PRESENT VALUE	REPLACEMENT	RELOCATION
Real Property	\$3,900,000	\$3,900,000	\$3,900,000
Residential	1,136,000	4,913,200	479,960
Hospital	5,084,120	11,998,992	7,045,600
Utilities	232,600	232,600	232,600
Roads	864,850	864,850	864,850
Petroleum Tank Farm	4,000,000	4,000,000	1,150,000
Commercial Buildings	6,010,000	6,393,500	7,254,000
Additional Costs			500,000
TOTALS	\$21,227,570	\$32,303,142	\$21,427,010

ANALYSIS

Cost of Construction: Estimate is based on a permanent seawall starting at the junction of the first slough above Brown Slough, recessing into the mouth of Brown Slough on both banks and extending downriver below the current location of Hately's Dock or the southern boundary of Lot 44, of U. S. S. 4117, a distance of approximately 10,000 feet.

Cost of construction is based on a steel sheet pile wall with driven pile deadmen behind and sand filled back. Projected cost based on local estimates for 1977 is \$550 per linear foot. This type of construction and

the estimated cost used here are purely graphical to demonstrate the cost to benefit ratio. It is understood that a total design analysis has yet to be accomplished.

PERMANENT CONSTRUCTION:

10,000 ft X \$550/linear foot	\$5,500,000
Contingencies @ 20%	1,100,000
Eng., Des., Supv. and Admin. @ 15%	825,000
<u>TOTAL COST</u>	<u>\$8,425,000</u>

Annual Cost with Interest @ 6 5/8% and a useful life of 50 years \$8,425,000 X .069	\$581,325
Estimated Annual Maintenance	45,000

<u>TOTAL ANNUAL CHARGE</u>	<u>\$626,325</u>
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Total average annual charge	\$626,325
Average Annual Benefit (at present value)	1,464,698

BENEFIT-COST RATIO 2.3 to 1

EVACUATION-RELOCATION

Federal Costs:

Relocation Total (see Table No. 9)	\$21,427,010
Contingencies @ 20%	5,285,402
Engs., Des., Supv. and Admin. @ 15%	3,214,051
<u>TOTAL COST</u>	<u>\$29,933,473</u>

Annual Cost with Interest @ 6 5/8% for a 50 year period \$29,933,473 X .069	\$2,065,409
Estimated Annual Maintenance	45,000

<u>TOTAL ANNUAL CHARGE</u>	<u>\$2,110,409</u>
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Total Average Annual Charge	\$2,110,409
Total Average Annual Benefits	\$1,464,698

BENEFIT-COST RATIO 0.7 to 1

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1978

Supplement

REPORT
TO
UNITED STATES ARMY CORP OF ENGINEERS
ALASKA DISTRICT ENGINEER
1978 SUPPLEMENT
ON THE
COST/BENEFIT OF A PERMANENT EROSION PROJECT
AT
BETHEL, ALASKA

PREPARED BY:

City of Bethel, Office of
Planning and Citizens' Committee
on Erosion Control.

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TONNAGE AND FUEL GALLONAGE ANNUAL
PERCENTAGE INCREASE/DECREASE AND
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I. INTRODUCTION

This 1978 Supplement is an update of the critical economic data that pertains solely to the establishment of the Benefit-Cost ratio of a river erosion project, port of Bethel. Little or no additional narrative material pertaining to economic intangibles to the value of this project have been added. It is felt that the 1977 report adequately covers the intangible aspects of erosion control.

The community as a whole experienced a substantial growth in population (Table No. 1-78) and capitalization both in housing starts and commercial construction. In 1978, there were in excess of 35 private homes started. The majority of these homes were in the first municipal subdivision on land which was purchased in the land lotteries prior to 1978, and the Ptarmigan subdivision. Six new homes were built in the erosion area. Approximately 25 units of commercial rentals were completed. If land were available, it is safe to assume many more new homes would have been started. Fifty-eight persons who applied for the City lots sold in December of 1978, did not get them.

Commercial capitalization was significant in many areas. Fish processors had the greatest investment in the erosion area. However the long term capital investment necessitated by advanced processing plants will not become a reality until there are permanent and stabilized port locations for such facilities. (See 1977 Report, pages 20-21.) Other commercial construction was for retail sales outlets, warehouse and storage facilities and office and residential rentals.

The City of Bethel reports a significant gain in revenues from city sales tax indicating retail sales are up. All other indicators of local economic growth are positive at this time. It is well documented, however, that the security of the upward economic trend and future economic development may be entirely dependent on the construction of a stabilized port facility. Construction of a permanent seawall was listed as the TOP PRIORITY in the 1978 Overall Economic Development Plan for Bethel.

TABLE NO. 1-78

POPULATION CHANGE

YEAR	TOTAL POPULATION	TOTAL PER CENT CHANGE
1960	1,258	
1970	2,416	92.1%
1973	2,929	17.0%
1975	3,200	9.0%
1977	3,500	8.5%
1978	3,950	12.9%

II. TRANSPORTATION

In 1978 one of the two local barge companies ceased operation in midseason. This left local fuel distribution in a critical state even though the remaining local barge company increased their floating equipment, including their fuel barge capacity by 275,000 gallons, distribution to surrounding communities was severely impaired. The resultant fuel shortage necessitated emergency airlift of fuel to villages starting in early fall and continued throughout the winter.

Although general cargo tonnage was down for 1978, scheduled sailings by Seattle carriers increased from nine in 1977 to fourteen in 1978. Due to the pressure of available equipment on the remaining barge company, approximately 670 tons of general cargo remained undistributed at freeze up.

Tables No. 2-78 and 3-78 provide data on the 1978 cargo and fuel movement in the port of Bethel.

**TABLE NO. 2-78
PORT OF BETHEL WATER TRANSPORTATION
TONNAGE AND FUEL GALLONAGE
RECAP - 1978**

Company and/or Vessel	Voyage No./or Amt	Tonnage to Port	Tonnage out of Port	Gallons Fuel to Port	Gallons Fuel out of Port	Port Location - incoming cargo
Foss	781	1790	630			New City Dock
Foss	782	840	258			New City Dock
Foss	783	1414	718			New City Dock
Alaska Cargo Line	8	2927	372			New City Dock
Alaska Cargo Line	10	611	136			New City Dock
Alaska Cargo Line	11	881	131			New City Dock
Alaska Cargo Line	12	2265	77			New City Dock
Alaska Cargo Line	13	663	45			New City Dock
Pacific Alaska Line	801	646	424			New City Dock
Pacific Alaska Line	802	406	260			New City Dock
Pacific Alaska Line	803	357	65			New City Dock
Pacific Alaska Line	804	758	758			New City Dock
Northland Services	6	725	677			New City Dock
Cool Barge	1	154	103	648,000	648,000	New City Dock/ Chevron Dock
MV Dolphin	48		156			Kemp Barge
MV Turpin	18		239			Kemp Barge
MV Turpin	19		252			Kemp Barge
Kaisel Maru 5	1	50	475			City Dock/Lighters Outgoing Tonnage
Bering Pac. T. E. B.	Total 15	33,000	8,000			Ilately Dock
Gravel Barges						
Bering Pac. T. E. B.	1		300			Ilately Dock
Foss Fuel Barges	Total 10			12,916,390		Chevron Dock

Total General Cargo:	14,577
Total Gravel:	33,000
Total Tonnage:	47,577

Seattle origin re-distributed out:	4,140
Local origin distributed out:	1,223
Local origin south-bound Seattle, etc.:	1,422
Gravel redistributed out:	8,000
Total Tonnage Out Of Port:	14,785

Total Gallons In: 13,564,390

Local Distribution - Gallons Out: 6,070,940

Total Gallons Out: 6,718,940

*Cool Barge Fuel is brought in bulk, stored for redistribution via smaller barges by single contractor, not available for resale distribution.

TABLE NO. 3-78

PORT OF BETHEL WATER TRANSPORTATION
 TONNAGE AND FUEL GALLONAGE
 ANNUAL PERCENTAGE INCREASE/DECREASE
 AND PERCENTAGE OF REDISTRIBUTION

	1977	1978	Percent Change
General Cargo- Incoming:	18,195	14,577	20% Decrease
Gravel Incoming:	44,490	33,000	26% Decrease
Total Incoming Tonnage:	62,685	47,577	24% Decrease
*Tonnage Redistributed:	3,420	5,363	57% Increase
Bulk Fuel Incoming:	11,078,932	13,564,394	22% Increase
Bulk Fuel Redistributed:	6,306,473	6,718,940	7% Increase

PERCENTAGE REDISTRIBUTED TO VILLAGES

	1977 Redstr.		1978 Redstr.	
General Cargo- Incoming:	18,195		14,577	
*Tonnage Redistributed:	3,420	19%	5,363	37%
Bulk Fuel Incoming:	11,078,932		13,564,394	
Bulk Fuel Redistributed:	6,306,473	57%	6,718,940	50%

*Tonnage redistributed does not include tonnage outgoing to Seattle.

III. ECONOMIC PROFILES: METHODOLOGY

The intent of this report is to provide an economic justification for structural solutions to bank erosion in Bethel. In order to achieve this goal this report addresses a geographic area supplied by the United States Army Corp of Engineers as the fifty year erosion area for Bethel (See Figure No. 3, 1977 Report). This area constitutes the impacted land and improvements which would erode if structural solutions do not occur. A fifty year limit is used by the U.S. Army Corp of Engineers as the life of a structural improvement, therefore the evaluation considers the cost of the improvement and the value of losses if no improvement is forthcoming during that time period.

In order to illustrate the value of the area considered, three alternative issues have been considered. They are, 1) Present value of land and improvements in the impacted area, 2) Replacement value of land and improvements in the impacted area, and 3) Cost to move and loss of non-moveables in the impacted area. A comprehensive overview is provided in summary form for the three issues stated, and the components of the impacted area are broken into the following headings: land, roads, utilities, residential structures, commercial structures, hospital compound, and the petroleum tank farm.

IV. REAL PROPERTY

The amount of land which would be lost due to erosion of the riverbank is calculated using information provided by the United States Army Corp of Engineers in the September, 1970 report titled "Bethel Bank Stabilization and Flood Control, Bethel, Alaska." The frontage land to be considered is 10,000 linear feet which is that area beginning at, and including U. S. Survey No. 3790, west to the east boundary line of U. S. Survey No. 4000. This measures approximately 7,500 feet. A erosion rate of 16 feet per year is used for U. S. Survey No. 4000 as well as U. S. Survey 4117, lot #44, which includes hospital and petroleum tank farm property. This measures approximately 2,500 feet.

The amount of land lost per year:

12 feet X 7,500 = 90,000 feet

16 feet X 2,500 = 40,000 feet

Total square footage eroding per year = 130,000 sq. ft.

Amount of land lost over a 50 year time period:

130,000 sq. ft. x 50 ft. = 6,500,000 sq. ft.

VALUE OF REAL PROPERTY

The value of the real property lost is that quantity of land lost multiplied by an average square foot price based on the following "Summary of Recent Sales." (Table No. 4-78) The summary averages out to a price of 58¢ per square foot for land. The total value of lost land would be:

1977 60¢ X 6,500,000 sq. ft. = \$3,900,000

1978 58¢ X 6,500,000 sq. ft. = \$3,770,000

As land that is lost due to erosion cannot be replaced, the value of the property and the replacement value are the same, \$3,770,000.

The drop in the value per square foot from 60¢ in 1977 to 58¢ in 1978 is most readily accounted for by the lack of any commercial land sales.

SUMMARY OF RECENT SALES

In the 1977 Report to the United States Army Corp of Engineers on the cost/benefit of a permanent erosion project at Bethel, Alaska, a summary of recent land sales in Bethel was examined in order to determine fair market value for land in Bethel.

Fair market value is defined as "the amount estimated in terms of money that a property will bring after being exposed to the market for a reasonable time and finding a knowledgeable buyer, willing to buy from a willing and knowledgeable seller, both being aware of all the uses to which the property could be adapted and neither being under pressure or duress."

Sales in Bethel during 1978 are broken down in the "Examples of Recent Sales" chart. This provides information concerning the buyer, lot location, total price, and square footage price for the land. These sales reflect current prices being paid for land in Bethel and every effort has been made to reflect the true land value picture.

During the last year in Bethel three minor subdivisions were sold on the market. One of these is commonly known as Reichville because it was subdivided and sold by Mr. Fran Reich. His land, a supplemental plat of U. S. Survey 3230 sold for \$.42 to \$1.45 per square foot. The low price is attributed to the need for fill in order to make the land useful. The City of Bethel also opened two subdivisions for sale in the past year. Five lots were sold in the Ptarmigan subdivision for \$.40 per square foot and five lots were sold in the Tundra North Subdivision for \$.60 per square foot. Both of these minor subdivisions are represented in the "Examples of Recent Sales" chart. Other property sold within Bethel was generally sold by individual owners.

TABLE NO. 4-78
EXAMPLES OF RECENT SALES

BUYER	LOT, BLOCK, SURVEY	TOTAL PRICE	SQUARE FOOTAGE	Price Per Sq. Ft.	COMMENTS
1. Craig Boney	lot 1 block 6 U.S.S. 3790	\$ 5,000	8,833	.57	slough front in flood plain
2. Don Shantz	lot 10, block 2 U.S.S. 3770	\$11,500	15,506	.74	in flood plain
3. Tim Anderson	lot 1, block 1 Bethel Heights Western Addition	\$ 5,000	7,500	.67	restrictions
4. Harold & Jane Niebergall	lot 12, block 4 Supplemental U.S.S. 3230	\$ 7,000	16,645	.42	in flood plain
5. Dan Laughlin	lot 17, block 4 Supplemental U.S.S. 3230	\$ 7,000	15,500	.45	in flood plain
6. Dan Boyette	lot 18, block 4 Supplemental U.S.S. 3230	\$ 7,000	16,635	.42	in flood plain
7. Craig Boney	lot 8, block 6 U.S.S. 3790	\$ 3,500	3,839	.91	slough front in flood plain
8. Dick Maddox	lot 1 Tundra North	\$ 7,000	11,593	.60	real estate contract signed City of Bethel *
9. Jay Livey	lot 4 Tundra North	\$ 7,000	11,593	.60	real estate contract signed City of Bethel *
10. John Burrows	lot 8, block 2 Ptarmigan Sub.	\$ 7,500	17,638	.43	real estate contract signed City of Bethel *
11. Chet Adkins	lot 1 & 2 block 2 Ptarmigan Sub.	\$13,600	22,414	.61	access to sewer & water

Average price per. sq. ft. = .58

* restricted, residential use only

V. ROADS

In considering the fifty year erosion limit, the exact loss of roads and effect is essentially the same as reflected in the 1977 Report. (See page 28.)

Those roads that would be lost as a result of continued erosion would be:

<u>PAVED ROADS</u>	<u>APPROXIMATE FEET</u>
1. State Highway, City Center Sub.	350 feet
2. Second Avenue, U.S.S. 3230	1,300 feet
3. Bridge Avenue, U.S.S. 3230	200 feet
<hr/>	
TOTAL PAVED ROADS.....	1,850 feet

<u>DIRT ROADS</u>	
1. First Avenue (Note: Many parts of this road have already eroded. It no longer runs continuously across town.)	6,900 feet
2. Mission Lake Road/Lind Street	500 feet
3. Kilbuck Street	600 feet
4. Main Street	650 feet
5. Oscar Way	350 feet
6. East Avenue	1,505 feet
<hr/>	
TOTAL DIRT ROADS.....	10,505 feet

The effects of such loss can be summarized as:

1. Lack of access to private property.
2. Disruption of City services (water, sanitation, oil, fire and police protection.)
3. Encroachment on property of others by owners unable to gain access to their own property.
4. Loss of access by public to river.
5. Loss of access by consumers to commercial area.
6. Loss of access by commerce for transportation of goods to and from places of business.
7. Eventual loss of access of main portion of town to State Highway leading to airport.

With the exception of number 7, all of these effects are being experienced at this time to a great extent.

Several businesses and homes are already encroaching on State roads in an effort to pull back from the erosion and save their building.

Mission Road or Front Avenue has eroded to the point where private owners are gaining access to their dwellings by driving through the property of their neighbors. Loss of roadway on Front Avenue had made it nearly impossible to maneuver large vehicles to load or unload goods. In many places traffic is stopped whenever any vehicles, even a taxicab, stops loading or unloading.

The Corp has the most accurate update on the actual number of feet eroded from Front Avenue in their recently completed survey.

The replacement costs are computed on a footage basis for the amount of road that would be lost even though the new road would not take the same configuration. The exact replacement cost cannot be totally accurate because of the unavailability of exact location plans, topography, and other considerations. A big unknown cost in relocating roads would be the acquisition of right-of-ways in order to build new roads. The 1977 figure of \$70.00 per running foot of dirt roads was provided by the Alaska Department of Transportation. This figure was for a 28 foot roadbed with four feet of silt and a gravel surface.

The 1978 figure is based on the actual cost of road construction in Bethel based on bid information supplied by the City of Bethel, Office of the City Planner. The actual cost of road construction in Bethel, not including engineering, surveying and administration, is \$67 per running foot. This does include the necessary resurfacing to pack and bind the gravel for a permanent gravel surface. Since this cost is for a 24 foot roadbed and the 1977 figure was for a 28 foot roadbed, we added the additional 16.6% cost in order to compare the figures. The actual cost for road construction then is \$78 per square foot at this time. Since no figures were available for paved roads, the low figure for gravel roads is being used.

Assuming a total of 12,355 feet of road will be lost, the monetary loss of roads as well as the cost to replace will be:

1977	12,335 x \$70 = \$864,850
1978	12,355 x \$78 = \$962,330

VI. TELEPHONE AND ELECTRICAL UTILITIES

With regard to telephone and electrical utilities, the present value, cost to replace, and the cost to move will be identical as it would be necessary to abandon these utilities rather than reuse and relocate. There were an additional five power poles added in 1978 making a total of 75 poles in the erosion area. Bethel Utilities Company states that each pole would have to be replaced at a cost of \$2,500 per pole. Therefore, the value of electrical utilities is:

1977	\$2,000 x 70 poles = \$140,000
1978	\$2,500 x 75 poles = \$187,500

This price includes labor, equipment, and hardware.

In 1978 Bethel Utilities Company experienced a 15 % growth in electrical output. The national growth figure for 1978 was 7%. In 1979, Bethel Utilities will add another 8400 kw and 2400 kw in generator capacity.

General Telephone Company of Alaska states that telephone cable in the erosion area is now worth \$101,800. Since it would be necessary to abandon cable lost to erosion, the replacement value is the same.

Total value for electrical utilities and telephone is:

1977	\$140,000 + \$ 92,600 = \$232,600
1978	\$187,000 + \$101,900 = \$288,900

VII. RESIDENTIAL STRUCTURES

Within the erosion area to be considered in this report, there are currently 148 private residential homes in use. This figure does not include the hospital, housing or the petroleum tank farm which are addressed later in their entirety. The type and quality of these homes vary dramatically from poor quality homes to homes valued up to \$70,000. The house number of these homes is attached as Tables No. 5-78.

As previously stated, for the purposes of this report, three values for residential units must be established. They are 1) present value, 2) replacement cost, and 3) cost of moving.

1) Present Value: Present value of residential structures (excluding land) can only be estimated. In an effort not to inflate the value of the homes, given the range of dwellings included in the erosion area, a figure of \$8,000, average per home was arrived at. This report assumes that of the 142 homes in the 1977 report some appreciated in value, while others depreciated due to their further deterioration, and that these changes in value cancel each other out. All of the new homes in the 1978 report, however, have a much higher average value. The average value of the six new homes is \$30,000 each on a per square foot basis. This figure added to the total value of last year's homes and divided by the total number of homes this year, raises the average value per dwelling to \$8,900. Therefore, the present value of residential structures in the erosion area is:

$$\begin{array}{r} 1977 \quad 142 \times \$8,000 = \$1,136,000 \\ \hline 1978 \quad 148 \times \$8,900 = \$1,317,000 \end{array}$$

2) Demolition and Replacement Value: If homes were to be replaced it would also be necessary to demolish the structures that presently exist rather than having the debris fall into the river and create future problems. Local contractor's report a 10% rise in the average cost per dwelling for demolition and removing the debris. If all 148 homes in the erosion area were demolished for \$1,100 each, the total cost would be \$162,800.

Replacement of the homes can be figured on a cost per square foot. It is assumed that the average size of these homes equals 600 square feet. Present non-government costs for wood frame construction is between \$54-\$66 per square foot. This reflects an increase in building costs of 7% average which is the minimum increase agreed upon by most contractors. Using the average of \$60 per square foot wood frame construction, the replacement costs for residential structures equals:

$$\begin{aligned}
 &600 \text{ square feet} \times 148 \text{ homes} = 88,800 \text{ sq. ft.} \\
 &\times \$60 \text{ per sq. ft.} = \text{Total Replacement Cost} \\
 &\qquad\qquad\qquad \$5,328,000
 \end{aligned}$$

Total replacement cost must then be added to demolition cost to obtain the value of complete replacement:

Year	Demo. Cost	Replace Cost	Total Cost
1977	\$142,000	+ \$4,771,200	= \$4,813,200
1978	\$163,000	+ \$5,328,000	= \$5,491,000

3) Cost of Moving: Cost of moving a house will vary as to the size and other factors; however, the cost of moving an average residential home by a local contractor is \$2,200 or 10% over last year's figure. This entails moving the house from one location to another.

The cost of providing the necessary leveling, reconnecting of water, oil, etc., would take an average of three men, three days, at \$16 per hour for an additional cost of \$1,150 per house.

Additional costs incurred in moving would be the required packing and moving of household belongings which would necessitate renting a truck as well as the manpower for an average price per household of \$330.

The total cost of moving the average house is \$3,680. If it were possible to move all 148 structures, the total cost would be:

1977	142	x \$3,380	= \$479,960	Total Moving Cost
1978	148	x \$3,680	= \$544,640	Total Moving Cost

TABLE NO. 5-78

HOUSE NUMBERS IN EROSION AREA

904	12105	1020	1094
907	12012	1018	1098
909	12018	2017	1100
910	10600	2015	1110
911	10604	2009	1112
912	16010	2011	1116
913	10614	2007	1118
915	10618	1017	1053
920	1160	1019	1055
921	1079	1026	1057
922	1154	600	1081
923	1152	602	1075
927	12303	608	1073
932	12311	612	1071
934	12017	1036	1069
916	12106	1038	1067
924	12104	1023	1065
926	12102	1035	1059
716	1134	1037	1061
2000	12105	1040	1124
713	12013	1042	1130
717	12011	430	1136
700	1097	437	1138
1000	1095	427	1140
1001	1091	425	1142
1003	1107	423	1144
1005	1109	1080	1146
1009	2070	1082	1150
1002	1068	1084	1156
1014	1064	1086	1158
1012	1062	1088	12303
1016	1058	1090	12301
1022	1056	1096	12103
413	411	1092	1122
1108			
1 Quanset			
2 Trailers			

ADDITIGNS IN 1978:

1054A	1054D
1054B	1073
1054C	1140

VIII. COMMERCIAL AND GOVERNMENT ENTERPRISE

Within the erosion area there are thirty commercial and government enterprises. The hospital compound and the petroleum tank farm are treated separately due to their complexity and importance.

As shown in the 1977 Report, most of these businesses are located in what is to be considered the downtown section of Bethel which is easily accessible to river and foot traffic. There is significant economic development in this area which is readily demonstrated in this report. There are five new businesses in the erosion area, four of them in the downtown section. Four businesses in the erosion area significantly expanded or renovated their structures in 1978. All of this activity reflects a growing economic investment in what business perceives to be essential location in the downtown area. Local proprietors report a healthy growth in sales. This growth can be accounted for both by the rise in population in Bethel and the fact that goods and services have become developed, diversified and readily available to the point that there is more traffic from surrounding villages.

The present value, cost to move, and cost to replace these businesses are presented in Table No. 6-78. Present value is determined by the appraised value, insurance coverage, or acquisition cost, if recently sold. Cost to move is substituted by replacement cost in those instances where it would be impossible to move the business. Replacement cost has been inflated by 7% over 1977 figures. This is the minimum inflation figure agreed on by local contractors.

Table 6-78 shows that the present value of businesses in the erosion area is \$8,289,000. This is \$2,279,000 over the 1977 value of businesses in the erosion area. The replacement cost is \$9,983,100 which is \$2,729,100 over the 1977 figure. The relocation cost is \$8,799,300 which is \$2,420,800 over the 1977 amount.

	PRESENT VALUE	COST TO MOVE	REPLACEMENT COST
1977	\$6,010,000	\$6,378,500	\$7,254,000
1978	\$8,289,000	\$8,799,300	\$9,983,100

TABLE NO. 6-78
BUSINESSES IN THE EROSION AREA

IMPROVE. OR EX- PANDED	BUSINESS NAME NO.	VALUE OF BUILDING	RELOCATION	REPLACEMENT
*	1. Swanson's Store	\$2,750,000	\$2,750,000	\$2,750,000
	2. Catholic Church	100,000	290,000	290,000
*	3. Swanson's Marina	250,000	250,000	250,000
	4. Porter Electronics	138,000	147,700	147,700
	5. Checker Cab	170,000	22,000	170,000
	6. First National Bank	175,000	535,000	535,000
	7. Recreation Center No. 1	169,000	11,000	190,000
	8. Recreation Center No. 2	169,000	11,000	190,000
	9. Cowan Hut	10,000	80,300	80,300
	10. Day Care Center	70,000	11,000	74,900
*	11. T.W.C.	20,000	7,700	69,500
	12. O.E.H. Staging Ground	65,000	65,000	65,000
	13. Wild Goose Restaurant	85,000	240,000	240,000
	14. Bethel Power Products	35,000	66,300	66,300
	15. Dr. Carpenter's	15,000	4,400	23,500
	16. Nerby's Store	70,000	240,800	240,800
	17. Jay's Auto Shop	12,000	4,400	30,000
	18. Bush Air	112,000	16,000	128,400
	19. Samuelson's Flying	12,000	3,900	19,300
	20. Fish and Game	28,000	13,200	43,900
	21. Brown Slough Marina	10,000	6,100	30,000
	22. Samuelson's Store	35,000	160,500	160,500
*	23. J.B. Crow and Sons	325,000	325,000	325,000
	24. City Dock	1,600,000	1,760,000	1,760,000
**	25. Elm Fisheries	750,000	750,000	750,000
**	26. Brown's Bus Barn	200,000	200,000	200,000
**	27. Yugtak Fisheries	105,000	200,000	200,000
**	28. A.C. Marina	72,000	144,000	144,000
	29. United Transportation	212,000	284,000	284,000
**	30. Swansons Furniture Store	525,000	525,000	525,000
		8,289,000	8,799,300	9,983,100

* indicates businesses which have expanded
** indicates new businesses

IX. PUBLIC HEALTH SERVICE HOSPITAL

The Public Health Service Hospital is located along the riverbank in U. S. Survey 4000. The whole plant includes the hospital, housing and water treatment facilities. As shown in the 1977 report at the rate of 16 feet erosion per year, the present hospital compound would have to be moved or destroyed. Because of the erratic erosion on this part of the riverbank, it is estimated that the complex would not be useable in twenty-five years.

The new hospital being constructed by the Public Health Service will eventually replace the old hospital. However, the hospital, quarters, and water treatment plant will have a commercial use value of approximately fifty years with proper maintenance

For the purposes of this report, values have been placed on present value, replacement costs, and moving and loss costs. This excludes land, roads, and utilities which are considered separately.

1) Present Value of Hospital Complex: The present value of the hospital complex is estimated by hospital officials as the cost of present wood frame construction depreciated over a twenty-five year period. Present non-governmental costs are between \$54-\$66 per square foot for wood frame construction. Government costs are substantially higher at \$120 per square foot for wood frame construction. For the purposes of present value and replacement value for the buildings, hospital officials have chosen to use an average construction cost of \$60 per square foot for wood frame construction.

With 92,290 square feet at \$60 per sq. foot, the cost would be \$5,479,940. Less the twenty-five years depreciation the value would be \$2,729,938. Added to this is the present value of the well and water treatment storage facilities which is \$2,750,000, for a total present value of \$5,479,940.

2) Replacement Value of the Hospital Complex: Replacement value is considered using the square

footage lost multiplied by \$60 per square foot for the construction of a wood frame building. This figure does take into account the fact that this building will not be used as a hospital in future years, but that it would be used for another purpose within the community.

Hospital building	28,254 s.f.	\$1,695,240
Quarters (25)	11,978 s.f.	718,680
Service building	12,258 s.f.	735,480
Quarters (16)	8,384 s.f.	503,040
Shop-Garage	1,440 s.f.	86,400
Quarters (1)	1,148 s.f.	68,880
Quarters (1)	874 s.f.	52,440
Quarters (1)	780 s.f.	46,800
Quarters (3)	1,060 s.f.	63,600
Garage	640 s.f.	38,400
Warehouse	576 s.f.	34,560
Warehouse	1,900 s.f.	114,000
Quarters (4)	4,380 s.f.	262,800
Quarters (4)	4,380 s.f.	262,800
Quarters (4)	4,380 s.f.	262,800
Quarters (8)	5,138 s.f.	308,280
Storage	4,600 s.f.	286,000
Water facilities		2,750,000

TOTAL REPLACEMENT COST \$8,280,200

3) Relocation: In 1977, hospital officials estimated the cost of moving the hospital on a per square foot basis at \$1,845,600. This did not count additional relocation expenses. They estimate the cost of moving the hospital in 1978 to be 10% above the cost in 1977. The well and water treatment-storage facilities could not be moved, nor could the heating plants. Therefore, the relocation costs would be:

Cost of relocating building	\$2,845,600
Water and sewer system	2,750,000
Heating systems	2,000,000

TOTAL RELOCATION COSTS \$6,345,600

X. PETROLEUM TANK FARM

Chevron USA as stated in the 1977 report (page 39) that it planned the development of an additional 1,512,000 gallon tank in 1978. This was completed on schedule and brings the tank farm total storage to 8,010,000 gallons. Chevron also stated that another tank of similar capacity was scheduled for 1980.

TABLE NO. 7-78

<u>YEAR</u>	<u>STORAGE INSTALLED</u>
1970	1,134,000 gallons
1972	2,037,000 gallons
1976	840,000 gallons
1978	<u>1,512,000 gallons</u>
TOTAL	5,523,000 gallons

This year the tank farm received 12,916,391 gallons of fuel of which 6,070,940 gallons was redistributed via water transportation. The greatest increase in type fuel intake was aviation. There was 64% increase in aviation 100/130 and a 56% increase in aviation 80/87. Bulk packaged goods increased from 557 tons in 1977 to 739 tons this year, and redistribution of packaged bulk goods, via water transportation increased to 348 tons from 345 tons in 1977.

Chevron also undertook temporary emergency repairs on their dock loading site to forestall their critical erosion situation at a reported cost of \$53,750. This involved driving steel casing and constructing a small retaining wall with back fill to establish a safe mooring point for their floating dock/pumping station for both receiving and discharging fuel.

Current value of the tank farm as provided by company sources is \$5,335,000 less the real property involved. Relocation cost, if feasible, is projected at \$1,720,000.

XI. SUMMARY AND ANALYSIS

The total present value, relocation costs, and replacement costs are summarized in Table No. 8-78. Replacement cost is included to demonstrate total replacement of all buildings and facilities that would be lost due to erosion within a fifty year projection. Relocation costs include replacement costs of those facilities that cannot be removed, with moving costs of those that can.

TABLE NO. 8-78
SUMMARY OF VALUES

Category	Present Value	Replacement	Relocation
Real Property	3,770,000	3,770,000	3,770,000
Residential	1,317,000	5,491,000	544,640
Hospital	5,579,940	8,280,200	6,345,600
Utilities	476,400	476,400	476,400
Roads	962,330	962,330	962,330
Petroleum Tank Farm	5,335,000	5,335,000	1,720,000
Commercial Buildings	8,289,000	9,983,100	8,799,300
Additional Costs			750,000
TOTALS	\$25,729,670	\$34,298,030	\$23,368,270

ANALYSIS: Future Loss in Present Dollar Equivalent

The future loss in present dollar equivalent is derived from the amount of total property lost within 10 year increments. The area loss per increment is computed from the Corp's projected loss by erosion as explained within Chapter IV, Real Property. The values used are present values as presented in Table 8-78.

An appreciation figure of 10% per annum and a discount figure of 7% interest per annum is employed in deriving the factor, with an adjustment to five years per increment so that present equivalent dollars are expressed as an average of the 10 year periods.

1988, 10 year loss @present
value = \$8,813,260 x 1.14 =
average present dollar equivalent of: \$10,047,116

1998, 20 year loss @present
value = \$18,387,890 x 1.32 =
average present dollar equivalent of: \$24,272,014

2008, 30 year loss @present
value = \$19,822,650 x 1.55 =
average present dollar equivalent of: \$30,725,108

2018, 40 year loss @present
value = \$21,185,010 x 1.55 =
average present dollar equivalent of: \$35,590,817

ANALYSIS: Cost of Construction

Cost of Construction: Estimate is based on a permanent seawall starting at the junction of the first slough above Brown Slough, recessing into the mouth of Brown Slough on both banks and extending downriver below the current location of Hately's Dock or the southern boundary of Lot 44, of U. S. Survey 4117, a distance of approximately 10,000 feet.

Cost of construction is based on an elliptical or half circle design, sheet pile wall. Each half circle having the approximate diameter of 60 feet with sheet pile cylinders located approximately every 300 feet for blow out protection. Wall would be sealed and back filled with existing river sand and silt. Projected costs have been increased over the 1977 figure of \$550.00 per foot by 60%. This new cost per foot of \$880.00 is used purely for graphical reasons as it is understood that a complete design and cost analysis is yet to be completed by the Corp.

ANALYSIS: Benefit/Cost Ratio

PERMANENT CONSTRUCTION:

10,000 feet x \$880/linear foot	\$8,800,000
Contingencies @20%	\$1,760,000
Eng., Des., Supv., and Admin. @15%	\$1,320,000

TOTAL COST \$11,880,000

Annual cost with interest @7% and
a useful life of 50 years \$11,880,000 x
07. \$831,600

Estimated annual maintenance \$65,000

TOTAL ANNUAL CHARGE \$896,000

Total average annual charged \$896,000
Average annual benefit (at present value) \$1,801,077

BENEFIT-COST RATIO 2.01

EVALUATION-RELOCATION

Federal Costs:

Relocation total (Table 7-78)	\$23,368,270
Contingencies @20%	\$4,673,654
Eng., Des., Supv. and Admin. @15%	\$3,505,240

TOTAL COST \$31,547,164

Annual Cost with interest @.07
for a 50 year period, \$31,547,164 x
.07 \$2,208,301

Estimated annual maintenance \$65,000

TOTAL ANNUAL CHARGE \$2,273,301

Total Average Annual Charge \$2,273,301
Total Average Annual Benefit \$1,635,779

BENEFIT-COST RATIO 0.7 to 1

XII. LOCAL PARTICIPATION

Certain local assurances that are the general requirements of Federally funded projects and particularly of this project need be provided by the Community. They are as follows:

1. Enact necessary zoning ordinances to control development within that portion of the project that lies within the designated flood plan.

This has been accomplished with the enactment by the City of the Uniform Flood Control Ordinance.

2. Provide all necessary lands, easements, and right-of-ways required for construction and subsequent maintenance of the project, including necessary soil disposal areas.

For the most part the community envisions this construction primarily as a land reclamation project as well as a retaining wall. It is felt that this would be the most expedient and less costly alternative than attempts to construct on existing debris that has been employed over the years in attempt to contain the erosion. It would also add valuable land to the waterfront/port area where it is most urgently needed. Further benefits to the reclamation method would be a disposal site for dredge material at the construction site and from across the river directly in front of the city where siltation has caused the rise of vast sand bars that continually force the river channel against the city side of the river ox bow.

3. Hold and save the United States free from damages that may result from construction and maintenance of the project.
4. Provide, maintain, and operate upon completion of the project, as needed, adequate public access and public use shore facilities open to all on equal terms.

All land running the full length of the project and at a minimum depth of 25 ft. from the completed retaining wall would remain public property and treated as to its use and disposal in accordance with existing local ordinance and State law.

5. Establish regulation concerning discharge of treated and untreated sewage, garbage, and other pollutants in the river waters contingent to the project.

Such regulation has been so established.

ADDITIONS TO BIBLIOGRAPHY

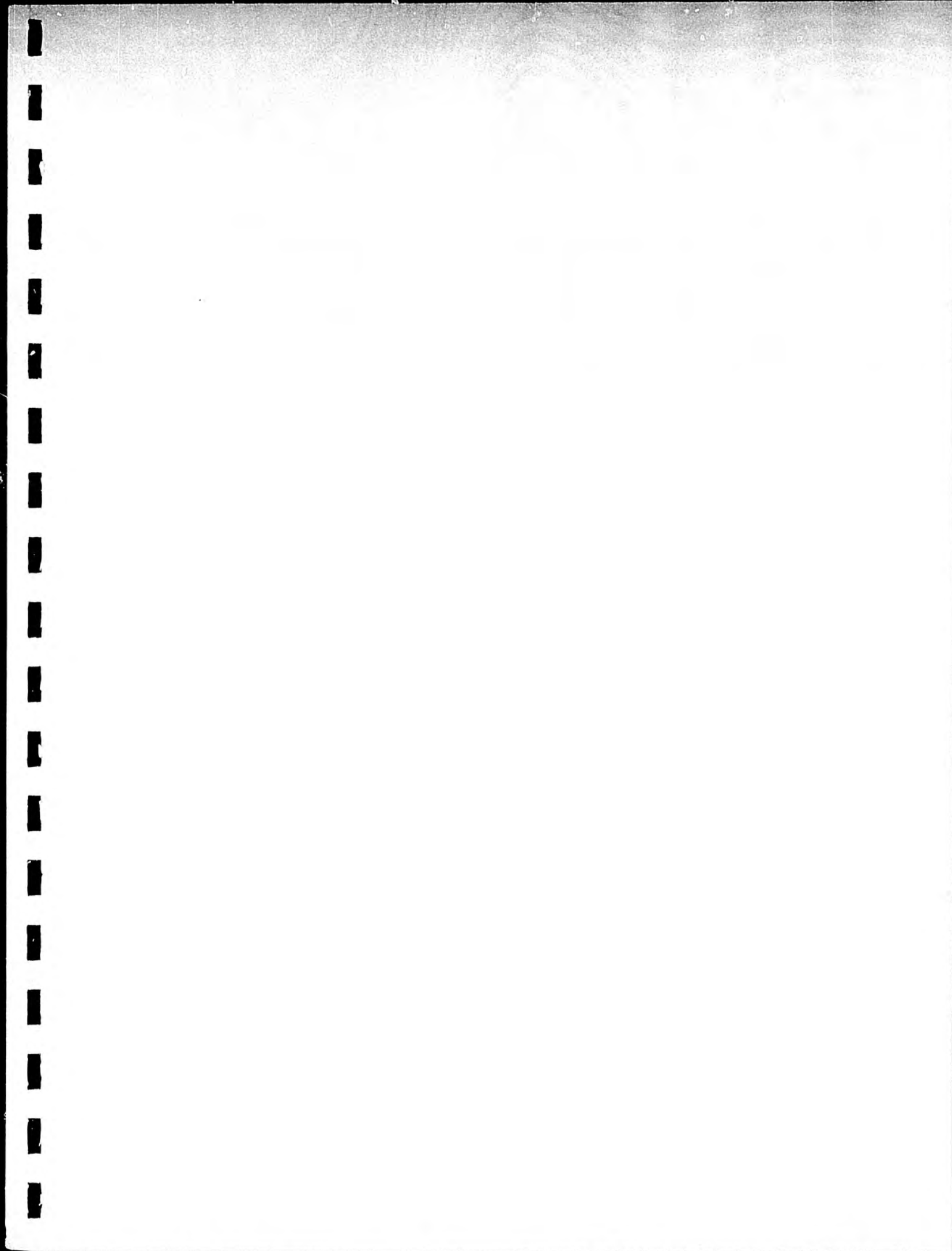
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*Background - L.S.S.
Rec'd at Bunk - Oct 1979*

see at Bunk

SUMMARY OF MAJOR ITEMS DISCUSSED AT BETHEL LISTENING SESSION

Standby Power for New ATC Tower: The operator of the local power plant indicated that he had been involved in discussions and had viewed plans that indicated that the planned facility would not have a standby power unit. He indicated that a standby power unit was needed to carry both the tower and field lights during periods when the primary power source was out of service.

Response: The new tower plans do include capabilities to operate on standby power. Also, a 30 Kw generator will be installed as a part of the ADAP project scheduled for the 1980 construction season. This will serve as a standby generator for the field lights.

Frequency Congestion and Delays: It was stated that the requirement for one specialist to work 123.6 and 122.2 simultaneously appeared to add to the problems of frequency congestion. He questioned our staffing level, if it did not provide the number of specialist required to man the dual positions established when the FSS was remodeled. It was further stated that the frequency congestion created an unsafe condition in that some time persons needing enroute weather or other information had to wait while flight plan

information was exchanged.

Response: Current staffing level will support operation of dual position. The primary problem is in the number of trainees at the facility. It was stated that a significant number specialists bid into higher graded facilities after they complete their training at Bethel, which means that we continually have a high percentage of trainees at the facility. The long range solution is the opening of the tower which will relieve the FSS of the Airport Advisory Service. The short range solution appears to be the effective use of the present staffing.

Need for Additional Navigation Aids: The need for additional navaids was addressed by several persons, including the representative from the community of Kipnuk. The need for aids to support VFR as well as terminal IFR operations was included in the comments.

Response: Plans for the establishment of TVORs in the area were reviewed. A map was provided for them to take a closer look at during the break.

Why TVORs instead of VOR, why TVORs instead of NDBS?

Since VORs provide more extensive coverage, our decision to install TVORs was questioned. Our decision to install TVORs which operate on a "line of sight principal" as opposed to NDBs that provide better coverage and service at low altitudes was also questioned.

Response: The use of TVORs instead of VOR was a technical and economical decision. The terminal use that they are designed for do not require the coverage that the VOR is designed for, and we can install two or three TVORs for the money that it would take to install one VOR.

On the question of the NDB vs TVOR, we discussed the problems encountered with the use of the NDBs in the past and the more precise position reference provided by the TVOR. However, we did indicate that NDBs were still being installed and that we would review our plan to make sure we would get the best possible service from the planned system.

Additional Comment From Participants on NDBs: It was stated the Wien had an extensive system of NDBs when they operated the bush routes. However, they ceased to operate them when they went to the contractor concept. (The comments appeared to support the NDB system over the TVOR System).

Status of Bethel ATCT: Questions were asked about the commissioning date of the Bethel Airport Traffic Control Tower and the kind of services it would provide.

Response: The target date for the commissioning of the Bethel ATCT is the fall of 1980. It will probably be opened as a VFR (Visual Flight Rule) tower and be upgraded to a nonradar approach control facility within 6 months. The Alaska Region's Ten Year Plan identifies Bethel as a possible candidate for radar in the late 1980s.

Community Sponsorship of Navaid Installation: The question of community sponsorship of an ADAP project to install and operate a NDB was asked.

Delete
~~Response: The potential for this type of project was reviewed with emphasis on the type cooperation that would be required between the community, state as the sponsor, and the FAA.~~

Response: It was advised that terminal Nav aids could be installed under the ADAP program with the Alaska DOT acting as sponsor, or possibly with the village and the state acting as joint sponsors. Private individuals can also install Nav aids, but if they are used for commercial

operations they must be flight checked by FAA. ADAP funds cannot be used for operation and maintenance activities.

Runway Conditions at Bethel: It was stated that the main runway at Bethel had a number of rough areas that need a major repair effort instead of piecemeal attempts to deal with the problem.

Response: The request for \$5 million multiyear ADAP project for Bethel was discussed, and it was noted that the application contains an item for "reconstruction of areas of primary runway 18/36." The project scope described at the listening session was later revised to include widening of the northwest apron and construction of a new 25,000 square yard G.A. apron. Paving of the aprons and taxiways has been deleted from the revised project. A copy of the final grant agreement will be forwarded to the FSS so that individuals can examine the scope of the project planned for 1980.

Runway Conditions at Village Airports: General comments on the runway conditions at the villages and how they were affected by seasonal conditions and poor or infrequent maintenance. Specific comments related to: Kipnuk, Nunapitchuk, and Chevak.

Nunapitchuk: Drainage has caused serious erosion at several places along the runway. The state has not responded to the request for repairs. Response by State Maintenance and Operations Staff. They were not aware of the problem, but would schedule a visit to determine how the problem could be eliminated. (Nunapitchuk is not included in National Airport System Plan (NASP) since the village is served by the Akolmiut Airport.)

Kipnuk: Runway conditions are often poor due to the impact of weather has on the surface. This problem is accentuated by aircraft using the runway during these periods. Often the villagers will mark the runway as being closed, but the aircraft will continue to use the runway, which only causes more damage to the runway. (See attachment 1 for list presented by Kipnuk representative.)

Response by State Maintenance and Operations Staff: The level and amount of maintenance work possible is dictated by the amount of funds available for the work. The amount allocated is determined by the Administration and the Legislature.

FAA Response: An ADAP project at Kipnuk is a part of our FY79 program. This \$510,803 project will include runway

reconstruction, a new apron, segmented circle, wind cone, reflective markers, and lenosion control.

Chevak: This runway has a very narrow width (30 or 40 feet) and is constructed of poor materials. It is in marginal condition much of the time. The question of FAA responsibility or reaction to strips that are unsafe due to poor maintenance after the airport is constructed with ADAP funds.

Response: By State: Chevak was not constructed with ADAP funds. In these cases projects often start as line items in the budget but do not always contain sufficient funds for a first class project. This leads to getting the job done as best as possible, but often results such as Chevak are the product. There is little that can be done in the situation.

By FAA: For ADAP Airports we do annual inspection to assure that they are being maintained in compliance with the grant agreement stipulations. In other cases where an operating certificate is required, we also conduct inspections to determine that airport conditions meet guidelines. We also described the 5010 Airport Master Record Program

If unsafe conditions are uncovered during FAA inspections

the sponsor is advised in writing of the deficiency and requested to take corrective action. The FAA also encourages the reporting of unsafe conditions by any person or organization.

The FAA will only participate in development projects which meet the national safety standards for design and construction. Among other things, the standards include runway and safety area width, length, cross section, and profile. In very unusual situations a runway slightly less than the minimum 100' x 2,400' safety area may be approved due to precipitous terrain or adjacent bodies of water.

Additional Comments on Airport Maintenance: It was generally indicated that more money was needed for airport maintenance.

Runway lights and flare pots: Several comments stressed the need for runway lights and the village strips. Factors contributing to this need are the general need for assistance in locating and identifying runways and the requirement for emergency airlift at night.

Requests have been made to GADO on use of flare pots by Part 135 operators. No decision has been received.

However, Part 135 operators in the Fairbanks area are alleged to have received approval.

The question on use of ADAP funds to purchase portable lights that operate on batteries was presented.

Response: BY STATE: The decision on installation of lights often ends up as a low priority since the state has so many locations that still need basic airport improvements. A second factor is the lack of funds to pay for cost of operating the light if they were installed, also in many locations it would require the installation of equipment to generate the power necessary to operate the lights. In general the installation and operation cost is a major factor in the decision on where to install lights.

By FAA: We will check on the status of the flare request. (A written request was submitted to GADO on 9-20-79. The use of flare pots will be approved in accordance with instructions to be placed in Sea Aeromotive's ATCO manual. The date of approval will depend in part on Sea Airmotive's completing the revisions but should be about the middle of October.)

The ADAP requires that runway lighting systems be designed

in accordance with advisory circular specifications and utilizes FAA approved equipment. The specifications for runway lights include intensity, light pattern, color, etc.

Additional Comment on Lights: It was generally agreed that reflectors provided some assistance but do not in any way eliminate the need for light. It was stated that the test involving strobe lights and reflectors did not show that the combination provided much assistance.

Terminal Building: The representatives from both Kipnuk and Nunapitchuk made comments about terminal buildings.

Nunapitchuk: Their building at the airport needs some repairs. The door has been damaged for some time.

Kipnuk: They need a building at the airport. At present, there is no place for people to wait for the airplanes. This makes it difficult for the old people when they have to travel in the winter or when there is rain or wind.

Response: BY FAA: Terminal Buildings are eligible for funding as an ADAP project.

BY STATE: Terminal Buildings for small villages are also a

victim of priority system and the lack of funds to operate and maintain them if they are constructed. They will plan to determine what repairs is need at Nunapit'chuk.

Crosswind Runways: Several comments related to the eligibility of crosswind runways for ADAP funding.

Response: BY FAA: The FAA stated crosswind runways are eligible under ADAP if crosswind components greater than 12 miles per hour occur more than 5 percent of the time for runways served by small aircraft. The FAA recommends a minimum crosswind runway length of 80 percent of the primary runway

BY STATE: Comment on this issue was deferred since there were no representatives present from the Facility Planning and Research Division.

Reporting unsafe actions by pilots: Several comments related to unsafe activities by pilots, ^gSuch as loading and unloading passengers with engine running and taking off on the downwind runway. This discussion lead to the question of how these incidents should be reported.

A representative from one of the Air Taxi Companies

indicated that the company should be advised so that they could take corrective action.

Response By FAA: Unsafe practices or activities can be reported to the General Aviation District Office.

Changes to Part 135: Are any changes to Part 135 (such as duty time) presently contemplated?

Answer: The proposed change to the duty time rules was withdrawn when revised Part 135 was implemented. We have not heard anything further regarding changes. Minor revisions to Part 135 are underway to correct problem areas that we have encountered with this new regulation.

FAA: We are working with the Alaskan Aviation Safety Group to put on safety clinics in various communities. The clinics will offer free safety inspections of aircraft. A list of any discrepancies discovered is provided to the aircraft owner. The free inspections at these clinics will not be used as the basis for FAA enforcement action. We have targeted Bethel for such a clinic and will be contacting pilots in the Bethel area to determine if, they are interested in the project. We will only come if the flying community indicates their support for the program.

We feel that our programs in Anchorage, Fairbanks, Juneau, and Ketchikan were all very beneficial.

Aviation Weather: Key comments alluded to the fact that as the years have past, and we have modernized the system the size of our weather net has decreased. For a variety of reasons we receive fewer reports which create an added burden on the VFR pilot. Present restrictions on who we can accept reports from have also hurt the process.

Response By FAA: We recognize the deficiencies in the aviation weather reporting system and we have been striving to expand the number of reporting stations by using contract observers. A recent inter-agency agreement between the FAA and NWS has resolved some technical problems and we are now planning to increase the statewide system by 40 new stations. Right now we are working with the NWS to develop a list of locations that will be most beneficial to the system. In this regard, we have tentatively identified several potential locations in the general Bethel area. We certainly solicit recommendations as to where, when, and how we could establish new reporting locations in the area. We need interested and reliable persons at each location and also reliable communications to an FSS.