

ALASKA LEGISLATURE SPECIAL COMMITTEE/SUBJECT FILES 8672

2530 SCOMM 111: DEFERRED MAINTENANCE TASK FORCE, 1997

1 of the House; at least one member shall be a member of the majority and at least one a
2 member of the minority; and

3 (2) five members of the Senate appointed by the President of the Senate; at
4 least one member shall be a member of the majority and at least one a member of the
5 minority; and be it

6 **FURTHER RESOLVED** that the task force includes the Speaker of the House of
7 Representatives and the President of the Senate as nonvoting members; and be it

8 **FURTHER RESOLVED** that the task force shall select a chair and vice-chair from
9 among its members, shall meet as frequently as the task force determines necessary to perform
10 its work, may meet during the interim, and may meet and vote by teleconference; and be it

11 **FURTHER RESOLVED** that the task force shall

12 (1) review and evaluate state policy and strategy recommendations and
13 assumptions from reports and publications from similar efforts in the past made by the
14 executive branch, the legislative branch, and other public and private individuals and
15 organizations;

16 (2) identify and evaluate all current and deferred maintenance needs for public
17 facilities, including their location, estimated costs, and the priority with which they should be
18 addressed; the task force shall coordinate with the University of Alaska, the principal state
19 departments, municipalities, the office of management and budget, and other affected entities
20 in order to ensure that the task force's work is as comprehensive and complete as possible;

21 (3) disseminate information and solicit public comment about its subject of
22 consideration;

23 (4) submit a report of its findings and recommendations to the Governor and
24 the legislature by the convening of the Second Regular Session of the Twentieth Alaska State
25 Legislature concerning the current scope of deferred maintenance for public facilities and, to
26 the extent necessary, a plan for funding the expenses of the deferred maintenance needs
27 identified by the task force; and be it

28 **FURTHER RESOLVED** that the task force may begin work immediately upon the
29 appointment of its full membership and is terminated upon the convening of the Second
30 Regular Session of the Twentieth Alaska State Legislature.

14

MEMBER

TENTH ALASKA LEGISLATURE
ELEVENTH ALASKA LEGISLATURE
TWELFTH ALASKA LEGISLATURE
THIRTEENTH ALASKA LEGISLATURE
FOURTEENTH ALASKA LEGISLATURE
FIFTEENTH ALASKA LEGISLATURE
SIXTEENTH ALASKA LEGISLATURE
EIGHTEENTH ALASKA LEGISLATURE
NINETEENTH ALASKA LEGISLATURE
TWENTIETH ALASKA LEGISLATURE

ALASKA STATE SENATE



SENATOR TIM KELLY

MAR 12 1997

STATE CAPITOL
JUNEAU, ALASKA 99801-1122
(907) 465-3822
FAX (907) 465-3756
1-800-770-3822
(JANUARY - MAY)
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716 WEST 4TH, SUITE 400
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GOAL: To increase Alaska's annual capital budget and infrastructure investment from the present \$100 million to \$200-\$300 million that will fit within our rolling 5-year plan to balance annual revenues and expenditures.

SJR 21 PUBLIC FACILITIES CAPITAL FUND

Senate Joint Resolution 21 would establish, within the state constitution, a Public Facilities Capital Fund, to serve as a permanent revolving account for funding most of Alaska's public works projects.

Funding for eligible projects within the PFCF would be available for design, acquisition, construction, and major maintenance, and be limited to public buildings, roads, highways, airports, harbors, ports, schools, water/sewer, and correctional facilities. The facility would have to be wholly owned by the state, a municipality, a school district, or the University of Alaska. There would be a matching funds requirement for municipalities and school districts.

The PFCF would be capitalized with an initial appropriation from the Constitutional Budget Reserve, and its investment and administrative functions performed by the Alaska Permanent Fund Corporation. The Public Facilities Capital Fund would be a separate and distinct account within the APFC with no effect on the Permanent Fund investment, earnings, or dividend check policies.

The PFCF would fundamentally be a revolving bond fund with some annual cash appropriations. Investment income from the fund, not principal, would automatically be used each year to pay debt-service on voter-approved bond issues. Any bond package must be authorized by the Legislature and the Governor as is now currently done, and submitted to the public for approval at each general

election. Interest earning funds in excess of debt-service would be available each year for legislative appropriation.

The Public Facilities Capital Fund, as created in SJR 21, would address several of the Legislative Majority's elements of its COMMITMENT TO ALASKA, would respond to the expressed concerns of the Governor in his STATE OF THE STATE ADDRESS, and help solve one of the state's most elusive and continuing problems, to find a financially responsible way to invest more than the ongoing \$100 million a year in Alaska's infrastructure.

Public Facilities Capital Fund

SJR 21

Senate Joint Resolution 21 establishes a Public Facilities Capital Fund (PFCF) within the state constitution. Its interest income could be used for either bond debt-service or cash appropriations.

The PFCF would:

- + Constitutionally create a revolving bond fund, the interest income from which would repay PFCF bonds for construction and major maintenance of publicly-owned infrastructure throughout the state.
- + Have no fiscal impact until FY 2000.
- + Be capitalized with an initial appropriation from the Constitutional Budget Reserve.
- + Have the constitutional amendment approved in the 1998 general election, with the initial bonding approvals authorized at the same time, subject to SJR 21 passage.
- + Have its administrative and investment activity managed as a separate account by the Alaska Permanent Fund Corporation, with no change to the earnings, distribution, operations or dividend check policies of the Alaska Permanent Fund.
- + Use existing procedures of approval and prioritization of public projects through the legislative process.
- + Require a statewide vote in each general election to approve debt obligation for eligible projects.
- + Require local matching funds for municipalities and school districts.

- + Reduce a considerable portion of the state's annual "fiscal gap" by moving most of the capital projects, debt-service, and lease-purchase budgets out of the General Fund into their own revolving account similar to the Alaska Student Loan Fund, AHFC, and AIEDA programs.

Issues for further development:

- a) an inflation-proofing/growth-of-principal mechanism
- b) cash to debt-service ratio
- c) IRS arbitrage language questions
- d) Voter approval: Statewide / Judicial District / Legislative District?

For further information, please call the office of Senator Tim Kelly at 465-3770.

SENATE JOINT RESOLUTION NO. 21

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTIETH LEGISLATURE - FIRST SESSION

BY SENATORS KELLY, Mackie

Introduced: 3/6/97

Referred: State Affairs, Judiciary, Finance

A RESOLUTION

1 **Proposing amendments to the Constitution of the State of Alaska relating to the**
2 **public facilities capital fund, the Alaska Permanent Fund Corporation, and to**
3 **appropriations from the constitutional budget reserve fund to the public facilities**
4 **capital fund.**

5 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

6 *** Section 1. Article IX, sec. 15, Constitution of the State of Alaska, is amended to read:**

7 **Section 15. Alaska Permanent Fund. (a) At least twenty-five per cent of**
8 **all mineral lease rentals, royalties, royalty sale proceeds, federal mineral revenue**
9 **sharing payments and bonuses received by the State shall be placed in a permanent**
10 **fund, the principal of which shall be used only for those income-producing investments**
11 **specifically designated by law as eligible for permanent fund investments. All income**
12 **from the permanent fund shall be deposited in the general fund unless otherwise**
13 **provided by law.**

14 **(b) The Alaska Permanent Fund Corporation, a public corporation, shall**
15 **manage and invest the assets of the permanent fund and assets of the public**
16 **facilities capital fund established in Section 18 of this article.**

1 * **Sec. 2.** Article IX, sec. 17(a), Constitution of the State of Alaska, is amended to read:

2 (a) There is established as a separate fund in the State treasury the budget
3 reserve fund. Except for money deposited into the permanent fund under Section 15
4 of this article, all money received by the State after July 1, 1990, as a result of the
5 termination, through settlement or otherwise, of an administrative proceeding or of
6 litigation in a State or federal court involving mineral lease bonuses, rentals, royalties,
7 royalty sale proceeds, federal mineral revenue sharing payments or bonuses, or
8 involving taxes imposed on mineral income, production, or property, shall be deposited
9 in the budget reserve fund. Money in the budget reserve fund shall be invested so as
10 to yield competitive market rates to the fund. Income of the fund shall be retained in
11 the fund. Section 7 of this article does not apply to deposits made to the fund under
12 this subsection. Money may be appropriated from the fund only as authorized under
13 (b), (c), or (e) [OR (c)] of this section.

14 * **Sec. 3.** Article IX, sec. 17, Constitution of the State of Alaska, is amended by adding a
15 new subsection to read:

16 (e) An appropriation may be made from the budget reserve fund to the
17 principal of the public facilities capital fund established in Section 18 of this article
18 at any time. Subsection (d) of this section does not apply to appropriations made
19 under this subsection.

20 * **Sec. 4.** Article IX, Constitution of the State of Alaska, is amended by adding a new
21 section to read:

22 **Section 18. Public Facilities Capital Fund.** (a) There is established as a
23 separate fund in the State treasury the public facilities capital fund, the principal of
24 which shall be used only for those income-producing investments specifically
25 designated by law as eligible for permanent fund investments. Appropriations may be
26 made to the principal of the fund. Income of the fund shall be retained in the fund
27 until withdrawn under (b) of this section or appropriated under (c) of this section.

28 (b) Notwithstanding other provisions of this constitution, income of the public
29 facilities capital fund shall be withdrawn and used to pay the principal and interest on
30 state general obligation bonds issued for acquisition, construction, and major
31 maintenance and renovation of roads and highways, schools, airports, harbors and

1 ports, water and sewer projects, correctional facilities, and buildings that are wholly
2 owned by the State, by a municipality or school district of the State, or by the
3 University of Alaska. The income may be withdrawn from the fund only to make
4 bond payments that are due or will be due within thirty days after the date the income
5 is withdrawn. Income withdrawn from the fund under this subsection and used for
6 bond payments is not subject to appropriation.

7 (c) At the end of each fiscal year after withdrawals for bond payments under
8 (b) of this section have been made, the balance of the income of the public facilities
9 capital fund may be appropriated only for acquisition, construction, and major
10 maintenance and renovation of roads and highways, schools, airports, harbors and
11 ports, water and sewer projects, correctional facilities, and buildings. Income from the
12 fund may be appropriated only if the capital project is wholly owned by the State, by
13 a municipality or school district of the State, or by the University of Alaska. Income
14 from the fund may not be appropriated for ongoing operating expenses of public
15 facilities. On February 1 of each fiscal year, the Alaska Permanent Fund Corporation
16 shall report to the legislature the amount of fund income that will be available for
17 appropriation at the end of that fiscal year. Section 7 of this article does not apply to
18 appropriations made under this subsection.

19 (d) Income from the public facilities capital fund that is appropriated under (c)
20 of this section for a capital project owned by a municipality or school district may be
21 expended only if the municipality or school district makes a contribution of local
22 money or land for the project as established by law.

23 * Sec. 5. The amendments proposed by this resolution shall be placed before the voters of
24 the state at the next general election in conformity with art. XIII, sec. 1, Constitution of the
25 State of Alaska, and the election laws of the state.

SCOMM

111:5

SIGN IN

Testily?

NAME ADDRESS
Phone #

Dave Jensen P.O. Box 1014 Soldotna, Alaska 99683
 Bob Valch ~~2510~~ 2510 Arctic Blvd Anchorage 99503 274-7211 - 902-
 Dave Martin P.O. Drawer B Seldovia 284-7888
 Tom Boedeker 177 N. Birch St. Soldotna 262-9107
 (City Manager - Soldotna)
 Scott Walden Fire Marshall Kenai
 105 S. Willow Kenai 283-7666
 Yes. Joan Bennett Schaefer - CLUW, Box 1587 Kenai
 Williams P.O. Box 608 Whittier, AK (907) 472-2147
 (City Manager Whittier - Property owner Copelandin)
 Kathy Christy 1301 Laban Anchorage 348-5251 No
 Ray A. Lamm Jr. 7431 Foxridge Way F Anchorage, AK 522-9067 No
 Mayor Mike Navarre, Kenai Pen. Borough 144 N. Binkley, Soldotna Yes
 Tom Akerly, KPB Roads Director No

ALASKA STATE LEGISLATURE

Rep. Eldon Mulder, Co-Chair
Rep. Kim Elton
Rep. Richard Foster
Rep. Jeannette James
Rep. Beverly Masek
Rep. Gail Phillips



Sen. Tim Kelly, Co-Chair
Sen. Loren Leman
Sen. Georgianna Lincoln
Sen. Robin Taylor
Sen. Gary Wilken
Sen. Mike Miller

DEFERRED MAINTENANCE TASK FORCE

Public Hearing

August 25, 1997

Kenai Council Chambers
210 Fidalgo, Suite 200
Kenai, Alaska
10:00 AM to 4:30 PM

Opening Remarks	Representative Eldon Mulder, CoChair Members Kenai Legislative Delegation
10:30 AM to Noon	Presentations by the Kenai Borough and Municipalities on the Kenai Peninsula
Noon to 1:00 PM	Lunch Break
1:30 PM to 2:30 PM	Presentation by the Alaska Municipal League
2:30 PM to 4:30 PM	Public Testimony
4:30 PM	Adjournment

DEFERRED MAINT TASK FORCE

NAVARRE

School Maint pre 90
was debt service Reimb

ASBESTOS ABATEMENT ?

Mostly must be addressed for Renovation

PORTABLE CLASS ROOMS

- CONSIDERED HOUSED RATHER THAN UNHOUSED

Problem -

INCREASED MAINT \$ AT SAME TIME AS
DEMAND for New Facilities

Q - WILKEN

WANTS Ages of Roofs + Subsequent MAINT

? NO MATCHING Mill Rate? pg 9

A POINT STATE FUNDS GOING DOWN

KUAI GROWTH 4% yr compounded

- MAINT PLAN + Schedule of PLAN

Q. JAMES -

Need to Remember New Needs in Conjunction
with Deferred Maint. Do you have a plan

NAVARRE Cont

Q Mulder

school Dist Borough wide? Yes
37 schools

Q - MILL RATE

8.3 mills Borough

220 states TAX for schools

Cities HAVE AT LEAST 3%

Q. Kubina

looking for solutions?

- ARE FOLKS ready for GAS TAX?

ARE Communities ready to pay?

A - FOLKS WANT ^{NEW} ROADS + improvements to existing
will support if its DEDICATED
Solutions REQUIRE Funding

Q. Mulder -

Which solution would people in Area Support

A. Hesitant to Answer for people - Need
more information - identify consensus solution
Then sell it. Public will accept it

Q Lemmon -

Best Bang for Buck - WHAT STATE + Fed
Requirements That Drive project Costs up.

A - Will provide specific examples
TALKED ABOUT unfunded MANDATES

^{Leman}
Q - WHAT ARE CONSTRUCTION COST INCREASES

Mayor Williams, Kenai
Checked 1982

7,000 people
service community to about 20,000

Concerns DEFERRED Cap Projects + MAINT

ROADS -

- Wildwood Drive - STATE ROAD -

Rebuilt in 1968

ROAD SERVES AS ACCESS to PRISON AND Kenai
subdivision needs \$2M repair

- Kenai provides water to Prison

City side needs repair. They want help \$

- Need New Sewer plant

- Kenai Runs Airport

Have MAINT Facility needs repair

Want STATE to fund \$2M.

- Public health NURSE

Housing at no cost to STATE

- Library needs up grade

- Bluff erosion Control

\$25 million cost

Mayor Williams Out

How Do we do it

Need 5yr plan

50% of Earnings Reserve 5yr Rolling Average

Criteria - for spending \$

Those ready higher preference

Q. Seductte

is it on STIP

A. Think its on STIP & getting ready

Q. James - Do you get Revenues?

A. its STAND ALONE Self Supporting

Q. Wilken

- MAINT PLAN

Preventive MAINT PLAN

JENNIS ERIANSON -

ROADS ON STIP

HARBORS -

RICHARD DAVID

HARBOR continues to grow & needs growing

STATE PORTION

- BAD Ramp ways causing Accidents

5 PLOTS in Poor Repair (1960 vintage)

Home Continued

Wood geis (1960 vintage) Needs Repair

Want Assistance - Replacing Them

Support use of MARINE Fuel tax

Q. JAMES

Tour ships? A yes Next yr

Q. JAMES

if STATE brings it up will you take it

A - YES

Q. Wilken

MAINT PROCESS

Q. Hon GARZANI Seward

- HARBOR problems

IF STATE funds Deferred MAINT Seward would
be Thrilled to take it

Bond w payment ~~to~~ from Marine fuel tax
people will vote for bonds that make sense
END CASH STREAM when bonds are paid off

- Roads

need a bit more people will vote yes if they
MAK SENSE

GARZINI

Q LEMAN - yours + DOT #numbers differ

A - working w DOT on that

we think pilings should be included

TOM BEDDIKER City Mgr SELDovia

has tackled deferred maint problems

Have problem w useful life coming to
AN END in spite of good maint.

DAVE MARTIN - City Mgr SELDovia

silting problem in HARBOR

Will TAKE HARBOR it up to STANDARD

7.25 mil city

15+ w/borough #

3% SALES TAX

Q - LEMAN

IS STATE # good? AT 115,000

A - NO - need 500,000

1:30 PM
AML

Rosmarie Hunk -

JUNEAU - Huge back log

Willing to TAKE HARBOUR of drought up to level

Kevin Richie AML

Problem^{Public} Differentiating between STATE + ~~Local~~ Local
ROADS

Options TAXES - SALES, property, USER

EARNINGS ON FUNDS - PERM. CBR,

George

Wuerch

1. Leg Comm of AML

2. Priorities

Priorities - funding issues

1. Defer Maint

2. School funding ED

3. Community Dividend

- AM12 wants STATE + LOCAL DEFERRED MAINT
Public Service facilities

- fund with CBR

- Community Dividend

Create parallel div goes to community on
A PER ANNUA BASIS

AML continued

Resolving DEF MAINT helps Relieve
TAX burden - not lower - allow
Different uses of TAX \$

CONCERNS

- DEFINITION
- MIXING NEW + MAINT
DEFERRED MAINT + DEFERRED CAPITAL
SUGGEST we not MIX THEM

FUNDING Dilemma
USE NEW TAX REVENUES

SLIDESHOW

Q. JAMES.
Level of Severity of MAINT

Q. ELTON

- WHAT IS CONNECTEDNESS of Local Pool AND
STATE RESPONSIBILITY
- WANTS Needs AND CAPACITY to fund self
Wealth of Community

Q. JAMES

WANTS A PROCESS THAT SETS OUT
WHAT MAINT COSTS + WHO PAYS

Q. WILKEN

RE: UNORGANIZED BOROUGH - NO RESPONSIBILITY
TO FUND OR MAINTAIN FACILITIES

WILKEN
Q. WHAT OPTION OTHER THAN PERM FUND

Q. ELTON

DON VALLESCO BUS MAR LOCAL 71

THE # OF PEOPLE HIRED FOR MAINT IS
LESS THAN IN 1976. NEED TO ADD
PEOPLE BACK

PROBLEM IS BUDGET CUTS - CUT AT BOTTOM
SO HAVE SKILL LEVELS OF TOP + WORK THOSE
BELOW SKILL LEVEL. CAN'T WORK SOMEONE
ABOVE SKILL LEVEL

COMMUNITIES MUST BE RESPONSIBLE - CAN'T
REWARD FOR NOT MAINTAINING

SALIESCO Cmt

Q - JAMES

- Public Needs to be informed

More Communication between Legis, Public and
worker

A. suggestions Don has

1. more Personnel

2. MORE TRAINING

3. APPRENTICE PROGRAMS

When state calls - they are looking for
top not younger folks

JOAN Bennet schraeder

Wildwood - tripple banking
preparing to add 4th bed

DMTF 8-25-97
p.11

Next Meetings

- Gary wants
WHAT ARE solutions?

Kenai 8/25/97

TAPE Notes

DMTF
8-25-97
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TAPE 1
SIDE 1 Opening at 47

NAVARRE ^{TESTIMONY} 196 - 1864

Q + A change to side 2 at 2450?
END AT 2381 side 2

SIDE 2

MAYOR WILLIAMS Kenai

SIDE 2 - 2363

Q + A - 1509

-1265 DENNIS ERICSON ^{RICHARD DAVID}
835 ^{in David}

Homer

815 RON GARZINI SEWARD
TYLAN SCHROCK

TAPE 2 Q + A 000 to 644

Tom Biddick 660
City of Soldotna

Q - 1316 -

1340 SELDOVIA DAVE MARTIN City mgr Seldovia

TAPE 2 1753 AML
SIDE 1 ROSMARIE HAGVICK
George Wurch 2424
Kevin Richie 2123

SIDE 2 George Wurch - 2440

Slide Shows - 1800
Q+A - 1133

Continued TAPE 3 SIDE 1 000

1158 DON VAUESCO
Q+A 166D

1845 JOAN ^{BENNET} SCHRAEDER
TAXPAYER of Community
2124 END

2121 - Discussion from Chair

ALASKA STATE LEGISLATURE

Rep. Eldon Mulder, Co-Chair
Rep. Kim Elton
Rep. Richard Foster
Rep. Jeannette James
Rep. Beverly Masek
Rep. Gail Phillips



Sen. Tim Kelly, Co-Chair
Sen. Loren Leman
Sen. Georgianna Lincoln
Sen. Robin Taylor
Sen. Gary Wilken
Sen. Mike Miller

DEFERRED MAINTENANCE TASK FORCE

Building an Alaska for the 21st Century

Public Hearing

August 25, 1997

Kenai Council Chambers
210 Fidalgo, Suite 200
Kenai, Alaska
10:00 AM to 4:30 PM

Public Testimony

2:30 PM to 4:30 PM

The task force is visiting many sites in Alaska to review the condition of state roads, harbors, airports, road side facilities, and buildings and other state assets. It will develop a list of needs and propose a means of paying for the repairs.

We want to hear from Alaskans.

This is your opportunity to share your views of state assets, such as roads, harbors and schools, in your area that need repairs and your suggestions on how to fund the repairs.

20-6578-2007

ALASKA STATE LEGISLATURE

Rep. Eldon Mulder, Co-Chair
Rep. Kim Elton
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Rep. Jeannette James
Rep. Beverly Masek
Rep. Gail Phillips



Sen. Tim Kelly, Co-Chair
Sen. Loren Leman
Sen. Georgianna Lincoln
Sen. Robin Taylor
Sen. Gary Wilken
Sen. Mike Miller

DEFERRED MAINTENANCE TASK FORCE

Building an Alaska for the 21st Century

Task Force Announces Hearings

For Immediate Release

Wednesday, July 31, 1997

Contact: Denny DeWitt
Legislative Assistant to Rep. Mulder
907 465-2647

(Juneau, AK) -- Representative Eldon Mulder and Senator Tim Kelly, the Deferred Maintenance Task Force Co-Chairs, announced a series of public hearings to review statewide problems associated with the lack of maintenance on state assets.

The Deferred Maintenance Task Force has scheduled 10 hearings to review the needed upgrades to roads, airports, harbors, public buildings, and schools in Alaska. The task force will listen as people throughout Alaska share their view of the need to repair and replace existing state owned facilities including proposals for how to finance the needed repairs. Hearings are planned in Anchorage, Fairbanks, Kenai, Ketchikan, Kodiak, Kotzebue, Nome, and the Mat-Su Borough.

"We have allowed our infrastructure to become worn, sometimes to the point of being dangerous," stated Representative Eldon Mulder. "We need to address the chronic needs of our existing buildings, harbors, roads and schools as we add new assets to Alaska's infrastructure. While we need many new parts of our infrastructure, we need to be aware of the ongoing need for maintenance. Our task is to look at the assets we have and prepare a plan to catch up with overdue maintenance and recommend a way to keep our facilities in properly maintained condition."

Deferred Maintenance Task Force Meetings

7/31/97

Page 2

"We need to address the deteriorating condition of our existing roads, tourist facilities, bridges, harbors, ferry's, schools, the University of Alaska buildings, and other public buildings. Then we can move aggressively forward to develop our infrastructure for the 21st century," commented Senator Tim Kelly. "As our population increases, the need for schools and roads increases. We need to get our house in order now so we can address new needs as they arise."

The legislative staff assigned to the task force is currently collecting information on the status of state owned facilities. The task force will review the lists of needs to understand the current state of unfunded and deferred or neglected maintenance and the needed maintenance yet to be completed.

Task force member Representative Gail Phillips noted, "Some cost estimates place Alaska's unmet needs at well over \$1 billion. Meeting our maintenance needs is not about building a sky walk from the court building to the capitol. It is about a capitol that leaks when it rains and ruins documents. It is about docks that are rotting and falling into harbors. It is about schools with inadequate fire protection."

"We need to have well maintained buildings if we expect teachers to be able to teach and state employees to carry out their program responsibilities," reflected Rep. Mulder. "We can save significant amounts of money over time if we maintain our current facilities. This long term savings will help us afford the needs we will have moving into the next century."

The Legislature established the Deferred Maintenance Task Force to assess the condition of public facilities and solicit input on needs. Further, and equally necessary, the task force is to evaluate various funding proposals to pay for the needed repair and replacement to state facilities. The task force will report back to Legislature in January of 1998.

end # end # end

Hearing schedule is attached

ALASKA STATE LEGISLATURE

Rep. Eldon Mulder, Co-Chair
Rep. Kim Elton
Rep. Richard Foster
Rep. Jeannette James
Rep. Beverly Masek
Rep. Gail Phillips



Sen. Tim Kelly, Co-Chair
Sen. Loren Leman
Sen. Georgianna Lincoln
Sen. Robin Taylor
Sen. Gary Wilken
Sen. Mike Miller

DEFERRED MAINTENANCE TASK FORCE

Building an Alaska for the 21st Century

Task Force Announces Kenai Hearing

For Immediate Release

Thursday, August 14, 1997

Contact: Denny DeWitt
Legislative Assistant to Rep. Mulder
907 465-2647

(Juneau, AK) -- Representative Eldon Mulder and Senator Tim Kelly, the Deferred Maintenance Task Force Co-Chairs, announced a Kenai public hearing to review problems associated with the lack of maintenance on state assets. The Hearing is scheduled for August 25, 1997, from 10:00 AM to 4:30 PM at the Kenai Council Chambers, 210 Fidalgo, Suite 200, in Kenai.

"We will hear from representatives of the borough and cities on the Kenai Peninsula, the Alaska Municipal League and have a time for citizens to share their concerns," stated Rep. Mulder. "We are looking forward to hearing what Alaskans see as the problems with our roads, schools, buildings, harbors and other state assets. We scheduled a time from 2:30 PM to 4:30 PM just for members of the public to speak. We need to know not only the problems, but suggestions on how to pay for the repairs."

The Deferred Maintenance Task Force has scheduled 10 hearings to review the needed upgrades to roads, airports, harbors, public buildings, and schools in Alaska. The task force will listen as people throughout Alaska share their view of the need to repair and replace existing state owned facilities including proposals for how to finance the needed

Deferred Maintenance Task Force
Kenai Meeting
8/14/97
Page 2

repairs. Other hearings are planned in Anchorage, Fairbanks, Ketchikan, Kodiak, Kotzebue, Nome, and the Mat-Su Borough.

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end # end # end

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ALASKA STATE LEGISLATURE

Rep. Eldon Mulder, Co-Chair
Rep. Kim Elton
Rep. Richard Foster
Rep. Jeannette James
Rep. Beverly Masek
Rep. Gail Phillips



Sen. Tim Kelly, Co-Chair
Sen. Loren Leman
Sen. Georgianna Lincoln
Sen. Robin Taylor
Sen. Gary Wilken
Sen. Mike Miller

DEFERRED MAINTENANCE TASK FORCE

FAX

TO: Michelle Glaves
Peninsula Clarion
FAX # 907-283-3299

FROM: Denny DeWitt, Legislative Assistant
Representative Eldon Mulder
Phone # 907-465-2647
FAX # 907-465-3518
E-mail: Dennis_DeWitt@legis.state.ak.us

DATE: August 14, 1997

PAGES: 8, including cover

SUBJECT: Ad and Press Release

COMMENTS: I have attached :

1. Advertisement
2. Press release - Task Force Announces Kenai Hearing
3. Kenai Agenda
4. Press release - Task Force Announces Hearings
5. Task Force Schedule

Please set the ad for a quarter page. I understand that there is a rate to have it run on Aug. 20, in the Dispatch and Aug. 22 and 24 in the Clarion. The cost will be \$540 for the package.

Please send the bill to me c/o Rep. Eldon Mulder, State Capitol Building, Room 501, Juneau, Alaska 99801.

Thanks for your help.

cc:Mail for: Denny DeWitt

Subject: Task Force Mtg

From: Kenai LIO at LAA_ANC 8/6/97 9:45 AM

To: Denny DeWitt at LAA_TRANS

Denny, The Kenai Lio will be happy to assist you in whatever way we can for your meeting on the 25th. Our office is close by City Hall. If you need anything faxed to you, feel free to use our number 283-3075. We will be happy to do a PSA to local media for you as well, just say the word.

Thanks

-Alyson

*stop 5 to 9:30
283-2030*

Fri, Sat, Mon

September 2, 1997

Ms. MaryLou Elton
Capitol Update
609 Main Street
Juneau, AK 99801

Via Fax (907) 463-5152

Re: Interim Education Update
August 26, 1997 Issue

Dear Mary Lou:

I was quite surprised to read in your August 26 issue of Education Update that I "do not believe the legislature [will] deal with the problem of deferred maintenance". Nothing could be further from the truth.

The current legislature is most concerned with the deferred maintenance problems of our state and the Deferred Maintenance Task Force, as sponsored by Speaker Phillips and President Miller and of which I am a member, is proof that the legislature is taking this issue seriously. This task force expects to chart a clear path to remedy problems presented to it during currently ongoing interim hearings.

I respectfully request that you double-check your sources as to my alleged statement and issue a correction or retraction at your earliest convenience.

If I can assist you in clarifying my position on this important subject, please give me a call.

Thank you for your cooperation and correction.

Gary Wilken
451-5515

Cc: President Mike Miller
Speaker Gail Phillips

Attach: Interim Education Update (August 26, 1997)

ALASKA STATE LEGISLATURE

Rep. Eldon Mulder, Co-Chair
Rep. Kim Elton
Rep. Richard Foster
Rep. Jeannette James
Rep. Beverly Masek
Rep. Gail Phillips



Sen. Tim Kelly, Co-Chair
Sen. Loren Leman
Sen. Georgianna Lincoln
Sen. Robin Taylor
Sen. Gary Wilken
Sen. Mike Miller

DEFERRED MAINTENANCE TASK FORCE

Task Force Meetings					
	Meeting Dates		Place	Activity	General Focus
1	August	25 (Mon)	Kenai	Task Force Public Hearing	Schools, Roads, Harbors
2	September	8 to 12 (Mon to Fri)	Nome & Kotzebue Area	Task Force Public Hearing & Site Visits	Schools & Airports
3	September	29 (Mon)	Kodiak	Task Force Public Hearing & Site Visits	Docks & Harbors
4	October	1 (Wed)	Mat-Su	Task Force Public Hearing	Roads, Schools
5	October	2 (Thur)	Anchorage	Task Force Public Hearing	Schools, Roads
6	October	7 (Tue)	Ketchikan	Task Force Public Hearing & Site Visits	Docks, Harbors, Vessels
7	October	14 (Tue)	Fairbanks	Task Force Public Hearing & Site Visits	University
8	October	21 and 22 (Tue & Wed)	Anchorage	Task Force Public Hearing	Financing options
9	November	5 to 7 (Wed to Fri)	Anchorage	Task Force Public Hearing	Final meeting of Task Force and adoption of final report.

Deferred maintenance task force gets earful

By JON HOLLAND
Peninsula Obit

The Alaska Legislature's Deferred Maintenance Task Force met in the Kenai City Council chambers Monday in the first of 10 hearings to be held around the state to resolve the problems of Alaska's decaying infrastructure.

"We're really more here to listen — to find out what you expect to see coming out of the task force," said Rep. Eldon Moksness, R-Anchorage, a co-chair of the task force.

The task force got an earful when the meeting convened at 10 a.m. and representatives of municipal governments stepped up to the plate. One by one they bemoaned the legislature's tendency to pass increasingly costly maintenance problems on to local government, while slashing municipal revenue sharing.

"The basic message is that they (legislators) are passing more of the burden on to the borough," said Kenai Peninsula Borough Mayor Mike Navarre.

When the revenue sharing cuts are combined with the increased cost of maintaining aging facilities, inflation and a rapidly growing population's demand for new facilities, Navarre said, the situation rapidly becomes untenable.

"We're running into maintenance needs and new facility needs that we just don't have the revenue on the local level to meet," Navarre said in reference to the peninsula's aging schools.

Roads are an even more expensive hobby. Because the federal

government provides no money for maintenance, Navarre said, the borough mill rate will likely never be adequate to meet those costs.

Navarre said there are solutions out there, but they all require funding. Other sources of funding, he said, could include tapping into the state's \$4 billion Constitutional Budget Reserve, taxes, or, possibly, dipping into the undesignated earnings of the Alaska Permanent Fund.

"Which do you think would be most acceptable to the public?"

See DEFERRED, back page

A-8 Peninsula Clarion, August 26, 1997

...Deferred

Continued from page A-1

Muldur asked Navarre.

Navarre replied that he couldn't answer that, but said it is up to the state government to take the lead in such matters, make a plan and develop the consensus to make that plan work.

Kenai Mayor John Williams took an even more aggressive stance with the task force. Kenai residents are already taxed at a rate comparable to a 21 mil rate, he said.

Williams said the backlog of maintenance projects facing the city of Kenai represents a constant drain on the city's coffers and limits growth. Williams cited Wildwood Drive, which primarily benefits the state, as one of the money drains which is rightfully the state's responsibility.

"Deferred maintenance means deferred growth — capitol projects put off," Williams said pointing out that it is hard to grow while fighting a rearguard action.

He then presented the committee with a wish list totaling \$41 million, if erosion control on the bluffs above the Kenai is included.

Williams urged tapping the permanent fund's earnings reserves to finance them and spreading the projects out over a period of years in order not to create a "false economy."

"It doesn't make sense to have a lot of money in the bank if your children are going without shoes," Williams told the task force.

But during the lunch break, Muldur expressed doubt about the wisdom of getting into the permanent fund for municipal projects.

"Tapping the permanent fund is a tough sell," Muldur said. "I don't favor it and I don't think the public is there, either."

The Constitutional Budget Reserve is another matter, he added.

"Our job is to come up with a list of things that people want and that they also can afford," Muldur said during the hearing.

But, as anyone who composes the weekly shopping list can tell you, that balancing act can be a mighty tough proposition.

Homer wants a new boat ramp to replace one that is too short and hazardous to the public, said Richard Davis, Homer's harbor master since the early 1980s. The city also would like the state to repair the state owned floats in the harbor, which he described as, "in pretty poor shape."

Ron Garzini, Seward's city manager, wants the state out of his harbor altogether.

"We'd like to expand the harbor, but we can't because of the state-owned maintenance liability," Garzini said.

Garzini said Seward would like to move the harbor to a more modern, semi-private management system, but they can't do that with the split ownership of the harbor. He wants the state to bring its property into decent condition and transfer it

to the city of Seward.

"We need enough money to bring the same component up to snuff and we're out of here," Garzini said. "Not even to new condition, just totally serviceable condition. We would be thrilled with that."

Over the years, Garzini said, Seward has earned some measure of legislative respect and cooperation. He added it also would eliminate state liability for the facilities and,

"We've taken a lot of responsibility and we're charging people a lot for it," Garzini said, referring to the 3 percent sales tax Seward has had for years and the \$7.5 million bond issue the voters just passed for the Seward hospital. He also made reference to what he called, "frequent and painful" fee increases at the harbor as proof of Seward's civic responsibility.

Tom Boedeker, Soldotna's city manager, said Soldotna has tackled its share of deferred maintenance projects since he took over a year ago.

"We bit the bullet and spent \$25,000 here and \$25,000 there. Not a lot, but it all adds up," he said.

He added that Soldotna is often forced to choose between maintenance projects and new construction in recent years — and the choice has most often been made for maintenance.

"The city of Soldotna is in a different position because we, in fact, have paid for our maintenance," Boedeker said. "But it's hard to pay for maintenance and necessary expansion at the same time."

David Martin, Soldotna's harbor master, complained that the village's small boat harbor is silting in and that state revenue sharing cuts are hitting small communities, such as his, disproportionately hard.

"It's just getting hard to survive anymore," he said. "But if these things aren't taken care of, they are going to come back to haunt us."

That sentiment seemed to be shared by Alaska Municipal League representatives at the meeting. Statewide, deferred maintenance needs have been estimated at approximately \$1 billion by state officials.

"Going over the deferred maintenance needs was like shock therapy," said Rosemary Hegevig, president of the AML. "I did not have an adequate understanding of it and it left me in the dust."

Kevin Ritchie, the AML's executive director, said revenue sharing by the legislature is the key piece of the puzzle. The only alternative, he added, is local taxes.

But the dilemma may have been summed up best by longtime Kenai resident Joan Bennett Schrader who said she came to speak as a citizen and a taxpayer.

"I'm struck by the change in attitude at public meetings from 30 or 40 years ago," she said. "At that time, Alaskans expected timely maintenance and were willing to be taxed for it. Maybe we should bring back the income tax and maybe then we, the voters, will have a little choice."

KACHEMAK CITY, ALASKA

P.O. BOX 958, (VIA) HOMER, ALASKA 99603

PH. (907) 235-8807 FAX (907) 235-8854

August 4, 1997

To: Ms. Bonnie Golden, Assistant to Mayor Navarre

Fax: 262-8616

Bonnie,

Re: Deferred Maintenance

Kachemak City will not make a presentation on August 25th.

The form of deferred maintenance which effects us most directly is the state's failure to do preventive maintenance, notably seal-coating, on paved highways such as East Road through Kachemak City. We think this causes premature failure of the pavement, and we don't enjoy driving through the chuckholes.

Taking care of what we have should be every bit as important as building new.

Sincerely,

A handwritten signature in black ink, appearing to read "Neil McArthur", with a large, sweeping loop at the end.

Neil McArthur, Mayor

**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER**

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

TEXT: (907) 465-3652
FAX: (907) 506-8366
PHONE: (907) 465-3900

June 9, 1997

Mr. Ron A. Garzini, City Manager
City of Seward
PO Box 167
Seward, AK 99664

Dear Mr. Garzini: *Rm*

I am pleased the Alaska Municipal League (AML) Task Force has produced a draft bill that could begin solving the long standing and growing deficiencies in the state's harbor system. We are currently reviewing the proposal and would like to work with you on revisions. Harold Moeser, of my staff, is the DOT&PF contact for harbors. Harold's phone number is 465-3979. As you point out "the other marine related projects" is most difficult to define and probably requires some revisions. I believe that harbor transfers with sustainable funding are the two key elements of the proposal.

Since the first session of the Twentieth Legislature just established the Legislative Task Force on Deferred Maintenance, it would be very timely for you to send a copy of this draft to that new working group. Their decisions and recommendations will carry considerable weight in any legislative change to the harbor program.

I appreciate your interest in this subject and again thanks for providing us the draft bill for review. I would like to continue to work with AML on solving the state's harbor problems.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner

CITY OF SEWARD

P.O. BOX 167
SEWARD, ALASKA 99664



- Main Office (907) 224-3331
- Police (907) 224-3338
- Harbor (907) 224-3138
- Fire (907) 224-3445
- Fax (907) 224-3248

May 1, 1997

Joseph L. Perkins, Commissioner
Department of Transportation & Public Facilities
STATE OF ALASKA
3132 Channel Drive
Juneau, AK 99801-7898

RECEIVED

MAY 1 8 1997

COMMISSIONER'S OFFICE

Dear Joe:

I am writing to you concerning the State's Capital Improvement Plan and, in particular, the items relating to the state harbor program.

As you know, Seward has been discussing with DOT/PF the possibility of transferring the ownership and responsibility for the Seward Small Boat Harbor to the City. With the state harbors in desperate need of repair, communities cannot afford to assume the responsibility for the facilities unless those facilities are brought up to a standard that assures the city that they will not be facing an overwhelming maintenance cost that they can ill afford. Divesting itself of these facilities and getting out of the harbor management business has been the expressed goal of the state for many years.

We have been working recently on a resolution of this problem and believe the answer lies in a revenue bond issued by the State with the use of the marine fuel tax to cover payment requirements. Last October, I instructed my harbormaster to lobby the Alaska Harbormasters Association to support the dedication/appropriation of the marine fuel tax to fund the maintenance requirements and transfer of ownership of the harbors to local communities. Armed with a resolution from the Association, we, with the support of other city managers of coastal communities, received the support of the Alaska Municipal League (AML). The Alaska city managers, in turn, established a marine fuel tax task force chaired by Linda Snow, city manager of Petersburg.

During one of our first teleconferences, we volunteered to draft legislation, with the general approval of the group, as a point to begin discussions. Using House Bill 122, which was previously vetoed by the governor, as a basis of building draft legislation, three basic divisions for distribution of funds were established. The highest priority funding was given to those harbors that wanted to transfer the ownership and get out of the state system. A second division was set up for those harbors that needed to address deferred maintenance but could not, or would not, transfer out of the state system. The third division, entitled "other marine related projects" and which was the most difficult to define and agree upon, dealt with harbors that had already opted out of the system or

Joseph L. Perkins
May 1, 1997
Page 2

had never been in the system. We think fuel suppliers would be more supportive if they knew the fees would go into harbor improvements instead of the state operating budget.

We are offering you our services to help you expand this concept for relieving the State of its future financial obligations to repair and maintain the state harbor system. Seward will continue to press for the transfer of ownership. We strongly feel that a good bill presented to the legislature at the beginning of next year's session, with your support as well as that of the coastal communities, will have a very good chance of adoption.

Thank you for considering our proposal. I look forward to hearing from you.

Your friend,

CITY OF SEWARD, ALASKA



Ronald A. Garzini
City Manager

FMS/bjh

cc: John D. Horn, P.E., Central Regional Director, ADOT
Linda Snow, City Manager, Petersburg
William Jones, City Manager, Kodiak
Patti Whalin, City Manager, Homer



ALASKA CONFERENCE OF MAYORS
Summary of Existing Deferred Maintenance Needs and
Other Local Unmet or Future Capital Needs for:

Name of Municipality City of Homer
 Name and Title of person completing survey Patti J. Whalin, City Manager
 Your Telephone 907-235-8121 ext 2222 Your Fax 907-235-3148

ACoM needs the following information from you to continue making our case to the Governor and Legislature: (Please do not worry about new exact or detailed estimates. We are looking for estimated summary information that you have on hand).

	<u>Estimated Cost of Local Deferred Maintenance</u>	<u>Estimated Cost of Other Local Unmet Capital Needs</u>
Schools	\$ <u>Borough owned</u>	\$ <u>Borough owned</u>
Local Roads/Trails/Sidewalks/Retaining Walls/Drainage/Bridges/etc.	\$ <u>state owned</u>	\$ <u>2,582,500</u>
Erosion Control	\$ <u>1,500,000</u>	\$ <u>-0-</u>
Water/Sewer/Utilities	\$ <u>3,200,000</u>	\$ <u>13,229,784</u>
Landfill	\$ <u>Borough owned</u>	\$ <u>Borough owned</u>
Airport	\$ <u>state owned airport</u> City owns terminal building only	\$ _____
Harbors/Ports/Docks	\$ <u>7,865,000</u>	\$ <u>12,655,000</u>
Public Safety	\$ <u>-0-</u>	\$ <u>-0-</u>
Other <u>Equipment</u>	\$ <u>-0-</u>	\$ <u>960,000</u>
Other _____	\$ _____	\$ _____
Other _____	\$ _____	\$ _____

You may attach a more detailed list of projects used to complete the summary form above. For questions, call Kevin Ritchie at 586-1325.

Please fax to AML at 463-5480 no later than August 8th or mail to AML, 217 Second St., Suite 200, Juneau AK 99801.

CITY OF HOMER

Deferred Maintenance Roads

Erosion Control

Harbor Entrance Erosion **\$1,500,000**

Water/Sewer/Utilities

Bypass Sewer Main Rpl. 800,000
Spit Waterline Repl. 2,400,000

Totals \$3,200,000

Harbors/Ports/Docks

Replacement Floats 6,400,000
Replacement Wood Grid 400,000
Upgrade Steel Grid 300,000
DWD Fendering Phase II 365,000
DWD Fendering Berth 2 260,000
Ramp Upgrade 140,000

Totals \$7,865,000

Equipment

Unmet Capital Needs

Freight Dock Road 415,000
Fairview Avenue 1,100,000
Soundview Avenue 1,067,500
Totals \$2,582,500

Subdivision Utilities 3,152,634
East Road Util. 329,000
Bridge Creek Watershed 2,000,000
East Road Sewer 200,000
Lakeshore Dr. W/S 488,350
Harbor Lighting 310,000
Mnt View/East Hill Water 400,000
Harbor Water System 900,000
Harbor Electrical System 1,000,000
Kachemak Dr. W/S 2,500,000
Lakeshore Water 225,000
Bunnell/Lee Sewer 441,100
Ocean Drive Sewer 1,283,700
Totals \$13,229,784

Public Restrooms 140,000
Spit Fire Station Design 75,000
DWD Const. Phase II 5,500,000
Replacement Main Dock 6,000,000
Fish Cleaning Facility 40,000
Purchase Spit Properties 300,000
Replacement Port Bldg. 600,000
Totals \$12,655,000

Rescue Truck 225,000
Telemetry Equip. 150,000
Wheel Excavator 175,000
Street Sweeper 30,000
Harbor Fire Boat 80,000
Fire Engine Replc. 300,000
Totals \$ 960,000

ALASKA CONFERENCE OF MAYORS
Deferred Maintenance Slide Presentation to the
Legislature and Governor

Please Provide Up to Five Slides of Major Deferred Maintenance Needs in:

Name of Municipality City of Homer
Name and Title of person completing survey Patti J. Whalin, City Manager
Your Telephone 907-235-8121 ext 2222 **Your Fax** 907-235-3148

Please send **five slides** that most clearly show damage or deterioration resulting from deferred maintenance in your municipality. Please focus on basic public facilities (schools, roads, utilities, etc.)

Slide # 1

Name and location of facility Homer Harbor

Description of deferred maintenance problem Remaining State Harbor Floats and facilities.

What are current and future impacts of failing to repair the problem (especially safety risks or future costs) ?

See attached information.

Slide # 2

Name and location of facility East End Road, State owned road

Description of deferred maintenance problem _____

What are current and future impacts of failing to repair the problem (especially safety risks or future costs) ?

See attached.

Please send by August 8th: Alaska Municipal League, 217 Second St Suite 200
Juneau, AK 99801

Slide # 3

Name and location of facility Pioneer Avenue State owned road.

Description of deferred maintenance problem _____

What are current and future impacts of failing to repair the problem (especially safety risks or future costs)?

See attached.

Slide # 4

Name and location of facility Bartlett/Hohe, State owned road.

Description of deferred maintenance problem see attached

What are current and future impacts of failing to repair the problem (especially safety risks or future costs)?

Emergency route to Hospital.

Slide # 5

Name and location of facility West Hill Road State owned road.

Description of deferred maintenance problem _____

What are current and future impacts of failing to repair the problem (especially safety risks or future costs)?

**Please send by August 8th: Alaska Municipal League, 217 Second St Suite 200
Juneau, AK 99801**

C:\acom\797def\main\survey



City of Homer

Capital Improvement Program

1998 Legislative Request

Project Title: Replacement of State Harbor Floats E, F, G, H, and J
Complete with Electric and water

Project Cost: \$3,600,000 Phase I Floats E, F, and G
\$2,800,000 Phase II Floats H and J

Description and Objective:

The purpose of the project is to replace the remaining post 1964 earthquake float system E, F, G, H and J and the adjoining "A" float with new floats in conjunction with the ongoing TORA. The existing floats will be replaced by a new float system complete with electrical and water service.

The design configuration would provide:

54 20 foot slips
114 32 foot slips
45 40 foot slips
13 50 foot slips
1 80 foot slip
314 feet of transient birthing

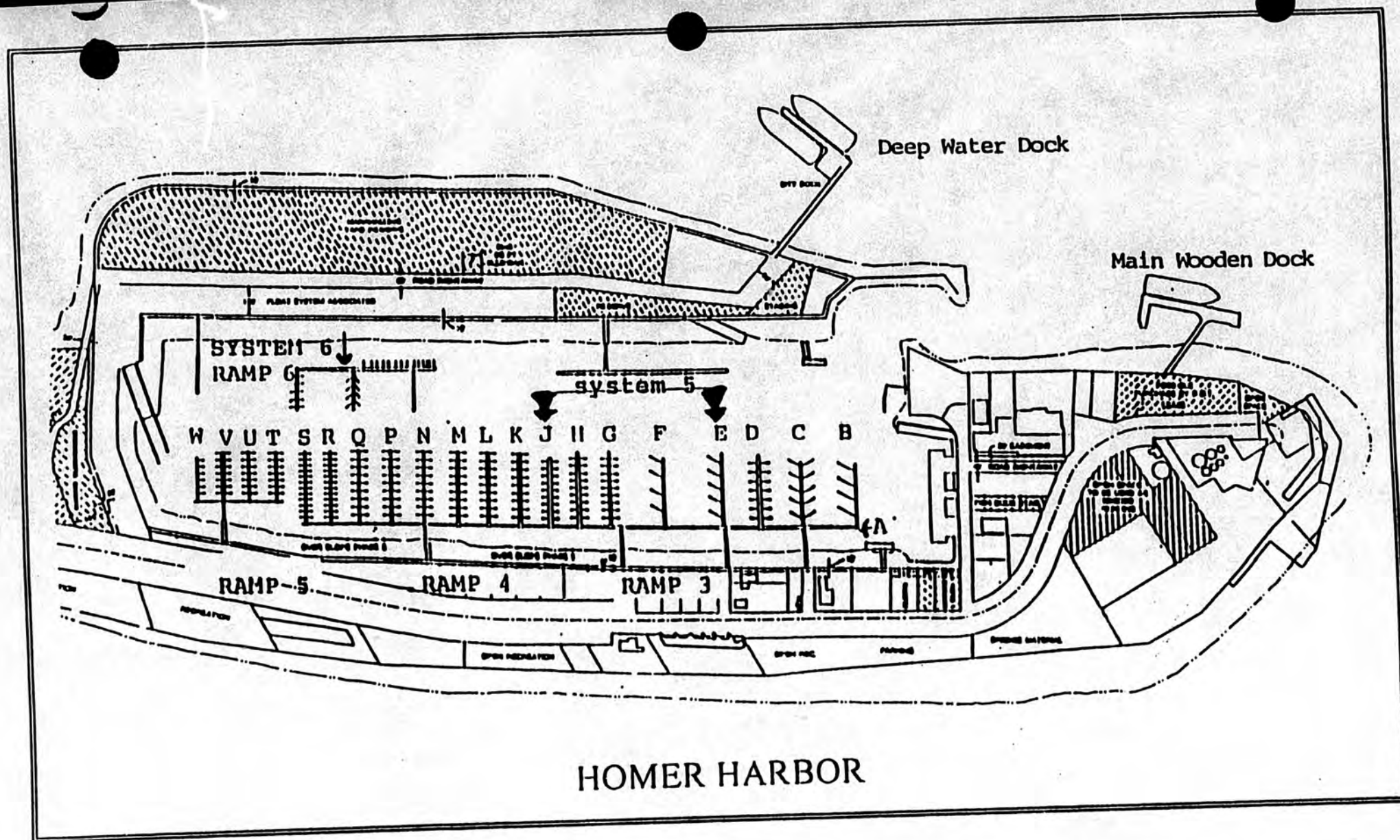
Benefit:

This project will benefit the local community and visitors to the area by providing new enhanced services to the boating public.

Schedule: 1997 \$3,600,000 Floats E, F, and G
1998 \$2,800,000 Floats H and J

Project Classification	Utilities	Roads	Equipment	Structure
Economic Development				X
Community Development				X
Areawide				X
Local				X

Contact: Jack Cushing, Mayor 235-8121
Patti J. Whalin, City Manager 235-8121



REPLACEMENT OF STATE HARBOR FLOATS

Recommendations

CITY OF HOMER

CIGNA Property & Casualty
Loss Control Services



97-01

Ramp Replacement Program

There is an older ramp at the boat harbor that presents a slip and fall hazard. This ramp is a major traffic path for charter customers and employees and should be replaced with a new ramp that meets the same specifications that the other new ramps meet. The new ramps that are in place are adequate.

PLEASE READ CAREFULLY

This company has undertaken a survey of your premises, equipment, or operations (whichever is pertinent to the type of insurance applied for or provided) for the purpose of supporting the function of risk underwriting. Any recommendation or information provided is not intended as a substitute for advice from a safety expert or legal counsel you may retain for your own purposes. It is not intended to supplant any legal duty you may have to provide a safe premises, workplace, product or operation.

CITY OF SEWARD

P.O. BOX 167
SEWARD, ALASKA 99664



- Main Office (907) 224-3331
- Police (907) 224-3338
- Harbor (907) 224-3138
- Fire (907) 224-3445
- Fax (907) 224-3248

May 1, 1997

Joseph L. Perkins, Commissioner
Department of Transportation & Public Facilities
STATE OF ALASKA
3132 Channel Drive
Juneau, AK 99801-7898

Dear Joe:

I am writing to you concerning the State's Capital Improvement Plan and, in particular, the items relating to the state harbor program.

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We have been working recently on a resolution of this problem and believe the answer lies in a revenue bond issued by the State with the use of the marine fuel tax to cover payment requirements. Last October, I instructed my harbormaster to lobby the Alaska Harbormasters Association to support the dedication/appropriation of the marine fuel tax to fund the maintenance requirements and transfer of ownership of the harbors to local communities. Armed with a resolution from the Association, we, with the support of other city managers of coastal communities, received the support of the Alaska Municipal League (AML). The Alaska city managers, in turn, established a marine fuel tax task force chaired by Linda Snow, city manager of Petersburg.

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Joseph L. Perkins
May 1, 1997
Page 2

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Thank you for considering our proposal. I look forward to hearing from you.

Your friend,

CITY OF SEWARD, ALASKA



Ronald A. Garzini
City Manager

FMS/bjh

cc: John D. Horn, P.E., Central Regional Director, ADOT
Linda Snow, City Manager, Petersburg
William Jones, City Manager, Kodiak
Patti Whalin, City Manager, Homer

Deferred Maintenance: Towards Solutions for the State's Disrepair

presented by:

**Ronald A. Garzini
City Manager, City of Seward**

I would dare say that no one in this room would argue about the fact that the state has a problem with deferred maintenance. In the past, millions of dollars have been spent on state facilities. Sadly, today many of these projects are in serious disrepair. Exacerbating the problem are shrinking budgets at the federal, state, and local levels. The reduction of budgets and revenue sharing has effectively eliminated capital improvement funds. Understanding that a problem exists puts us on the right path. But now it is time to look for solutions.

This state was able to operate before the oil days. It seems that the day of oil money have created some confusion which calls for clarification. First, there seems to be the misconception that people won't stand for taxes. Sure, taxes aren't popular. But my experience suggests that people will pay taxes for specific projects which make sense. Second, there is the misconception that every project has to be designed on a grand scale. It is when projects become all inclusive that they lose their focus and they cease to make sense. The loss of specificity and sense is what leads to voter dissatisfaction. If a plan can remain simple and concise it can succeed.

An example would be a bond we passed in the late 1970's to build our current elementary school. We had a clearly articulated need and a plan that made sense. The proposal was not encumbered by numerous other issues. And even though it was a local issue, we were able to get the support of the entire Kenai Peninsula.

The City of Seward finished another budget process this spring. It was not an easy process for the City's leadership. We had our own deferred maintenance and capital project issues that needed to be addressed. We had to grapple with our own budget constraints. But I am proud to say that the City of Seward did more than just recognize a problem. We pulled together to make the tough choice of passing an increased seasonal sales tax. As you all well know, proposing to

increase any tax is not a popular idea. Still, Seward is committed to facing our problems and we are taking the steps necessary to mitigate them. It is time for the State of Alaska to show the same type of resolve.

The Situation in Seward

There are a number of state facilities located in Seward which are suffering from deferred maintenance. I want to briefly touch on a few of them, and then present a solution to one of them that can provide a basic model for solving some of the state's problem.

Alaska Vocational Technical Center

This impressive facility is beginning to fray around the edges. Attached is a copy of a deferred maintenance project list provided by AVTEC officials. What concerns me most is the type of projects addressed in this list. The top priority project falls under the "Health and Life/Safety Issues" category. More important than leaky roofs, old equipment, and crumbling shops are the legitimate safety issues found in the student dorms. We should not allow the deferred maintenance problem to continue to a point where health and safety concerns are not being addressed.

Seward Highway

Hundreds of thousands of local residents, motorists, truck drivers, and tourists depend on this road for access to Seward for commerce, business, livelihood, and recreation. This highway has been in disrepair for some time, and the current solutions are temporary. There are also serious public safety and flood dangers associated with the road in its present condition. The Department of Transportation has done well using federal highway funds. But there is nothing that should preclude the state from expending some of its own funds to ensure that the highway is brought up to an acceptable standard.

University of Alaska's Institute of Marine Science

For years now IMS has been submitting deferred maintenance requests with little result. A number of problems are in dire need of repair. One reverse membrane roof has leaked 17 of its 20

years in existence. All the fuel tanks at the site are buried. This is a serious environmental issue and the old tanks need to be assessed, mitigated, and replaced by new, safer above ground tanks. There is asbestos in the facility which has never been evaluated for potential risk. And there are a number of old freon refrigeration systems that are expensive, hazardous, and well on their way to being outlawed.

The Seward Small Boat Harbor

The state owns the float system in the harbor. This system is in grave need of repairs. The attached "Poor and Failed Condition Report" attests to this fact. The estimated cost of these repairs is approximately \$5 million. The City would like to acquire the harbor from the state, reducing the state's long-term liability, but the deferred maintenance stands in the way of such an agreement. The state shouldn't own Seward's harbor. It makes the operation of the facility more difficult, and the deferred maintenance issue is not addressed. For that matter, the state shouldn't be in the business of providing services when there is a local option. I think you will find that the Department of Transportation would agree with me on this particular issue.

Towards Solutions

As I stated earlier, recognizing problems is not enough. I believe that the state needs to start looking toward solutions, and more specifically, long-term solutions. Short-term solutions deal with funding deferred maintenance, and there are options like bonds. Long-term solutions deal with ensuring that the right entity owns and operates the resource. Local ownership provides the necessary opportunity and incentive to operate a facility like a business which recognizes that regular maintenance is a necessity and deterioration isn't allowed to run amuck. Whenever possible, the state should solve deferred maintenance problems and then seek to transfer the ownership of the project to municipalities.

The Seward Small Boat Harbor provides an interesting case on how this can work. As I stated earlier, there is roughly \$5 million of deferred maintenance in the harbor as estimated by the Department of Transportation's coastal engineers. The state bears the responsibility for this \$5 million in deferred maintenance, and it would make no sense for the City to acquire the harbor in

its present condition. Thus the state continues to incur further deferred maintenance obligations. If the problem of the \$5 million deferred maintenance is resolved, there is the possibility for win-win situation between the state and Seward.

I have proposed a solution to address the \$5 million in the attached draft bill which I trust will be considered by the Deferred Maintenance Task Force. As you will find in the attached information with the bill, it has been recommended by a Alaska Municipal League Marine Fuel Tax Task Force and reviewed favorably by the Commissioner of the Department of Transportation and Public Facilities. The Alaska Association of Harbormasters and Port Administrators is also in support of this type of legislation.

The substance of the bill is an increase in the existing marine motor fuel tax, selling revenue bonds from the tax for the purpose of garnering the necessary funds to solve the deferred maintenance and capital project issues, and then transferring the state harbors to the municipalities whenever possible. This solution is simple, straightforward, and it only attempts to solve a single problem. If it remains this way it will work.

This bill creates a model which hinges on four important components:

- 1) We are increasing an existing tax, not creating a new tax.
- 2) The proceeds from the increase will be reinvested into harbors, not placed into the General Fund.
- 3) Where possible, state facilities will be repaired and then transferred to municipalities. This is the key to a long-term solution for the state.
- 4) The people paying the tax will see capital investments in their harbors as opposed to seeing their money support a bureaucracy.

The City of Seward did not have the money for deferred maintenance and capital projects. But we did recognize how imperative it was for us to do something. We faced the difficult choices and came up with a solution which in our case was to increase an existing tax. It is time for the state to start looking for practical solutions to a known problem. The state must face up to the reality that (1) it can't take care of what it has built, (2) at present there isn't money available to solve the problem, (3) tough choices have to be made to resolve the situation. The state needs to look for models like the proposed marine motor fuel tax and revenue bond to take care of the short-term solution of generating the money to cure deferred maintenance problems.

Once the short-term solution is in place the state can look to long-term solutions like transferring state facilities to municipalities when possible.

I can remember the time before there was oil money when the state sold bonds to fund harbor and highway projects. And I know the state has the ability to pursue creative alternatives to fund deferred maintenance and capital projects today if only it will find the spirit to try. The real question is whether the state's leadership will have the courage to commit to finding solutions and making the tough choices to implement them. The scope of the deferred maintenance problem indicates to me that the state needs to show some fortitude to raise much needed monies. But this is not as formidable as it may seem if the state will remember the fact that citizens won't object to paying for projects that are straightforward and make sense.

In conclusion, I challenge this Task Force to work towards solutions. I'm not suggesting that one solution is best in all cases. But I have presented to you a potential solution for one of the major issues you face. I believe it is in the best interest of this Task Force to recognize the innovativeness and willingness of communities like Seward to generate solutions and to support them in every way possible. The City of Seward is asking you for the opportunity to prove that the state and municipalities can work together to solve our collective problems.

Memorandum**State of Alaska
Department of Education
Alaska Vocational Technical Center****TO:** Tylan Schrock
Ass't to the City Manager
City of Seward**DATE:** Aug. 22, 1997**FROM:** Darrell Deeter
Educational Administrator**SUBJECT:** Deferred Maint,

Listed below is AVTEC's deferred maintenance list that was sent to Michael Morgan.

<u>Project Name</u>	<u>Amount requested</u>
<u>Renovations and code upgrades for Health and Life/Safety</u>	<u>\$363,800</u>
<u>Renovation & re-modeling of dormitory and dormitory</u>	
<u>HVAC/mechanical systems</u>	<u>\$175,000</u>
<u>Food service building re-roof and renovation/upgrade</u>	<u>\$280,000</u>
<u>Mechanic shop re-roof repair and deferred maintenance</u>	<u>\$ 50,000</u>
<u>Physical Plant Technology building re-roof and painting</u>	<u>\$ 50,000</u>
<u>First Lake facility re-roof and renovation</u>	<u>\$250,000</u>
<u>Rig Building renovation</u>	<u>\$125,000</u>
<u>4-plex mechanical system upgrade</u>	<u>\$ 15,000</u>

I hope this answers your questions.

POOR AND FAILED CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 1 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Approach & Gangway	1	*****								
H16	Cross Braces	wood with creosote					1 each		Failed (1)	1/01/65	Hanging by one bolt.
*****	Approach & Gangway	3	*****								
H16	Cross Braces	wood with creosote					1 each		Failed (1)	1/01/70	missing.
H20	Gangway Railing	galvanized steel					104 lin ft		Poor (2)	1/01/70	
*****	Approach & Gangway	4	*****								
H16	Cross Braces	wood					1 each		Failed (1)	1/01/73	missing
H78	Utilities - Power System (general)	Other (see comments)			992 sq ft		1 each		Poor (2)		
*****	Approach & Gangway	5	*****								
H20	Gangway Railing	galvanized steel					100 lin ft		Poor (2)	1/01/78	Buckled
*****	Approach & Gangway	6	*****								
H16	Cross Braces	wood with creosote					2 each		Failed (1)		
*****	Dock (Pier)		*****								
D40	Ladders	steel					3 each		Poor (2)	1/01/68	Safety ladders do not reach water surface at low tide.
*****	Launch Ramp	1	*****								
H15	Piling	wood with creosote	12 in dia				1 each		Failed (1)	1/01/86	End pile is missing.
H29A	Float Hinges (Standard)	galvanized steel					8 each		Poor (2)	1/01/86	Double shear connections with single pins.
*****	Launch Ramp	2	*****								
H29A	Float Hinges (Standard)	galvanized steel					10 each		Poor (2)	1/01/86	
*****	Launch Ramp	5A	*****								
H15	Piling	galvanized steel	12 in dia				1 each		Failed (1)	6/01/95	Pile missing at pump out.
*****	Main Float	B	*****								
H27	Float Structure (Deck)	concrete	8 ft(wide)	20 ft(long)			20 lin ft		Poor (2)	1/01/92	20' section is bolted to end of wooden section - no residual floatation; only 8" freeboard. Connection is sinking end of wooden float MF-B.

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 1

Seward Harbor
Seward
Central Region

POOR AND FAILED CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 2 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Main Float	D	*****								
H35	Finger (or Stall) Floats	wood	4 ft(wide)	40 ft(long)			6 each		Poor (2)	1/01/68	Poor floatation.
H78A	Utilities - Power System (floats)			28 fingers			1 each		Poor (2)	1/01/68	Panels severely corroded. Boaters indicated harbor is very hot. Wiring exposed.
*****	Main Float	E	*****								
H35	Finger (or Stall) Floats	wood	6 ft(wide)	75 ft(long)			2 each		Poor (2)	1/01/68	Flotation, floats list badly.
H78A	Utilities - Power System (floats)			20 fingers			1 each		Poor (2)	1/01/68	
*****	Main Float	F	*****								
H35	Finger (or Stall) Floats	wood	6 ft(wide)	50 ft(long)			3 each		Poor (2)	1/01/70	
H78A	Utilities - Power System (floats)			11 fingers			1 each		Poor (2)	1/01/70	Power distribution box sinking main float. Need additional floatation.
*****	Main Float	H	*****								
H78A	Utilities - Power System (floats)			30 fingers			1 each		Poor (2)	1/01/70	
*****	Main Float	S	*****								
H27	Float Structure (Deck)	wood	16 ft(wide)	135 ft(long)			135 lin ft		Failed (1)	1/01/68	Previously fuel float but has been abandoned and is scheduled for replacement. Currently provides access to MF-S (per harbormaster 1997).
*****	Seaplane Float		*****								
H29A	Float Hinges (Standard)	galvanized steel					2 each		Poor (2)		
H32A	Pile Guides (Standard)						2 each		Failed (1)		Pile guides missing.

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 2

Seward Harbor
Seward
Central Region

CITY OF SEWARD

P.O. BOX 167
SEWARD, ALASKA 99664



- Main Office (907) 224-3331
- Police (907) 224-3338
- Harbor (907) 224-3138
- Fire (907) 224-3445
- Fax (907) 224-3248

December 16, 1996

RE: MARINE FUEL TAX ALLOCATION

Dear Alaskan Neighbors:

During the last six months, there has been an escalated interest in the allocation of the marine fuel tax for addressing the many needs of the statewide harbor program. As I am sure you are all aware, the State abandoned their harbor maintenance program in the mid-eighties when they deleted the Division of Waters and Harbors. Since then, Alaska's vastly important waterborne transportation system has been allowed to deteriorate to the point that the need for major repairs has reached the critical point in many harbors. The harbors' deferred maintenance identified by ADOT/PF is beyond the capabilities of most communities' financial resources, and without aid from the State these harbors will eventually reach the point that they are non-operational.

To resolve this problem, the harbor programs are in desperate need of a continuing revenue source which logically should come from revenues generated by the harbors themselves; i.e., the marine fuel tax. This concept has the support of the Alaska Association of Harbormasters and Port Administrators, ADOT/PF Commissioner Perkins and many legislators. I have also talked with various fuel suppliers who have indicated possible support if they knew the funds would go toward harbor maintenance.

The City of Seward has been a long-time supporter of using the marine fuel tax as a means of addressing the many needs of the state's harbors as well as creating an avenue to allow the State to divest its interest in these facilities to communities that desire ownership and operation of the harbors without State interference.

For the upcoming task force teleconference on December 19, I would like you to consider Seward's proposed method of managing the estimated \$7 million generated by the marine fuel tax. First, a major concern is that an annual appropriation of the fuel tax can either be here today and gone tomorrow or consumed by ADOT or others. Any future legislature would not be bound to continue approving a simple appropriation, and all of our current efforts would be perpetually in jeopardy. To avoid this possibility and to secure a long-term financial commitment by the State, Seward is proposing that funds be allocated for the purchase of revenue bonds on behalf of the state's harbors.

MARINE FUEL TAX ALLOCATION

December 16, 1996

Page 2

A possible basis for distribution for bond monies could come from condition surveys of the harbors that have been done over the last number of years. ADOT/PF has done extensive research of current conditions of the state's harbors as well as funding requirements necessary to bring the facilities up to as-built standards. There are communities—such as Seward—that would like to get their harbor out of the state system and others that wish their harbor to remain under state ownership. The proposal I am suggesting will satisfy both positions. The total deferred maintenance number would be funded and the ownership of the harbor would be transferred to the communities desiring it. Undoubtedly, the buy-out funds would need to be dedicated/restricted to harbor capital improvements. Other harbors could receive grants from the money pool based upon need.

By adopting ADOT/PF's existing documentation and distributing revenue bond proceeds accordingly, the communities will be assured that political pressure will not dictate funding. This method would also eliminate the overhead costs of ADOT/PF's administration of the funds which could also go to the communities.

I look forward in discussing this very important issue during the coming teleconference.

Sincerely,

CITY OF SEWARD, ALASKA



Ronald A. Garzini
City Manager

Note:

The cash stream from the fuel tax is estimated to be \$7 million a year. This stream could fund a revenue bond of \$102 million (assume 6% interest, with an annual 3% increase in the cash stream, and a 20 year bond).

CITY OF SEWARD

P.O. BOX 167
SEWARD, ALASKA 99664



- Main Office (907) 224-3331
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- Fire (907) 224-3445
- Fax (907) 224-3248

May 1, 1997

Joseph L. Perkins, Commissioner
Department of Transportation & Public Facilities
STATE OF ALASKA
3132 Channel Drive
Juneau, AK 99801-7898

Dear Joe:

I am writing to you concerning the State's Capital Improvement Plan and, in particular, the items relating to the state harbor program.

As you know, Seward has been discussing with DOT/PF the possibility of transferring the ownership and responsibility for the Seward Small Boat Harbor to the City. With the state harbors in desperate need of repair, communities cannot afford to assume the responsibility for the facilities unless those facilities are brought up to a standard that assures the city that they will not be facing an overwhelming maintenance cost that they can ill afford. Divesting itself of these facilities and getting out of the harbor management business has been the expressed goal of the state for many years.

We have been working recently on a resolution of this problem and believe the answer lies in a revenue bond issued by the State with the use of the marine fuel tax to cover payment requirements. Last October, I instructed my harbormaster to lobby the Alaska Harbormasters Association to support the dedication/appropriation of the marine fuel tax to fund the maintenance requirements and transfer of ownership of the harbors to local communities. Armed with a resolution from the Association, we, with the support of other city managers of coastal communities, received the support of the Alaska Municipal League (AML). The Alaska city managers, in turn, established a marine fuel tax task force chaired by Linda Snow, city manager of Petersburg.

During one of our first teleconferences, we volunteered to draft legislation, with the general approval of the group, as a point to begin discussions. Using House Bill 122, which was previously vetoed by the governor, as a basis of building draft legislation, three basic divisions for distribution of funds were established. The highest priority funding was given to those harbors that wanted to transfer the ownership and get out of the state system. A second division was set up for those harbors that needed to address deferred maintenance but could not, or would not, transfer out of the state system. The third division, entitled "other marine related projects" and which was the most difficult to define and agree upon, dealt with harbors that had already opted out of the system or

Joseph L. Perkins
May 1, 1997
Page 2

had never been in the system. We think fuel suppliers would be more supportive if they knew the fees would go into harbor improvements instead of the state operating budget.

We are offering you our services to help you expand this concept for relieving the State of its future financial obligations to repair and maintain the state harbor system. Seward will continue to press for the transfer of ownership. We strongly feel that a good bill presented to the legislature at the beginning of next year's session, with your support as well as that of the coastal communities, will have a very good chance of adoption.

Thank you for considering our proposal. I look forward to hearing from you.

Your friend,

CITY OF SEWARD, ALASKA



Ronald A. Garzini
City Manager

FMS/bjh

cc: John D. Horn, P.E., Central Regional Director, ADOT
Linda Snow, City Manager, Petersburg
William Jones, City Manager, Kodiak
Patti Whalin, City Manager, Homer

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7888

TEXT: (907) 465-3852
FAX: (907) 586-8365
PHONE: (907) 465-3900

June 9, 1997

Mr. Ron A. Garzini, City Manager
City of Seward
PO Box 167
Seward, AK 99664

Dear Mr. Garzini: *Rm*

I am pleased the Alaska Municipal League (AML) Task Force has produced a draft bill that could begin solving the long standing and growing deficiencies in the state's harbor system. We are currently reviewing the proposal and would like to work with you on revisions. Harold Moeser, of my staff, is the DOT&PF contact for harbors. Harold's phone number is 465-3979. As you point out "the other marine related projects" is most difficult to define and probably requires some revisions. I believe that harbor transfers with sustainable funding are the two key elements of the proposal.

Since the first session of the Twentieth Legislature just established the Legislative Task Force on Deferred Maintenance, it would be very timely for you to send a copy of this draft to that new working group. Their decisions and recommendations will carry considerable weight in any legislative change to the harbor program.

I appreciate your interest in this subject and again thanks for providing us the draft bill for review. I would like to continue to work with AML on solving the state's harbor problems.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner

RESOLUTION NO. 96-001

A RESOLUTION OF THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS, INC. ("AAHPA")

The Association supports the allocation of the Marine Fuel Tax as a continuing funding source for Alaska's state-owned harbors.

WHEREAS, the citizens of Alaska have invested over \$500 million of public funds in port and harbor facilities; and

WHEREAS, Alaska's ports and harbors are deteriorating and have \$30,000,000 in deferred repair and maintenance; and

WHEREAS, the State has a contractual obligation for major maintenance and replacement of harbor facilities; and

WHEREAS, the Department of Transportation and Public Facilities needs of a continuing funding source to sustain and develop Alaska's ports and harbors; and

WHEREAS, the State of Alaska collects over \$7,000,000 annually in Marine Fuel Tax, yet appropriates nothing for major repair and replacement; and

WHEREAS, over 90% of all Alaskans live within ten miles of the coast or along major river systems; and

WHEREAS, the marine, fishing and fish processing industries are one of the largest employers in the State, and

WHEREAS, the harbor system is a vital transportation link and gateway for resource development, construction and tourism.

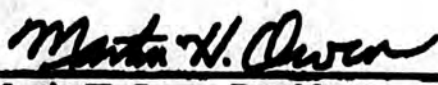
NOW, THEREFORE BE IT RESOLVED BY THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS, INC.

Section 1: supports the concept of allocating the \$0.05 marine fuel tax as a continuing funding source for Alaska's harbors and ports.

Section 2: recommends that funds so allocated be used by DOT&PF for the major maintenance, repair, and replacement of state-owned harbor facilities.

Section 3: recommends that the Marine Fuel Tax not be increased without an equal amount appropriated for marine facilities annually.

UNANIMOUSLY PASSED AND APPROVED by the Alaska Association of Harbormasters and Port Administrators, Inc. this 22nd day of October, 1996.


Martin H. Owen, President

3/10/97

_____ BILL NO. _____

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTIETH LEGISLATURE - FIRST SESSION

A BILL

FOR AN ACT ENTITLED

1 "An Act imposing a reporting requirement on certain sales, transfers, and consumption
2 or uses of motor fuel, increasing the motor fuel tax on motor fuel used in and on
3 watercraft, and authorizing revenue bonds from that tax for the purpose of transferring
4 state harbors to municipalities, capital projects and needed repairs of state harbors, and
5 other marine-related projects including previous transfers in ownership of state harbors;
6 and providing for an effective date."

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

8 * Section 1. AS 43.40.010(a) is amended to read:

9 (a) There is levied a tax of eight cents a gallon on all motor fuel sold or
10 otherwise transferred within the state, except that

11 (1) the tax on aviation gasoline is four and seven-tenths cents a gallon;

3/10/97

(2) the tax on motor fuel used in and on watercraft of all descriptions
is ten [FIVE] cents a gallon; and

(3) the tax on all aviation fuel other than gasoline is three and two-
tenths cents a gallon.

* Sec. 2. AS 43.40.010(b) is amended to read:

(b) There is levied a tax of eight cents a gallon on all motor fuel consumed by
a user, except that

(1) the tax on aviation gasoline consumed is four and seven-tenths cents
a gallon;

(2) the tax on motor fuel used in and on watercraft of all descriptions
is ten [FIVE] cents a gallon; and

(3) the tax on all aviation fuel other than gasoline is three and two-
tenths cents a gallon.

* Sec. 3. AS 43.40.010(c) is amended to read:

(c) Every dealer who sells or otherwise transfers motor fuel in the state shall
collect the tax at the time of sale, and remit the total tax collected, together with the
tax return required by AS 43.40.075, during each calendar month of each year to the
department by the last day of each succeeding month. Every user shall likewise remit
the tax accrued on motor fuel actually used by the user during each month, together
with the tax return required by AS 43.40.075. If the monthly tax remittance and
return are [IS] timely filed, one percent of the total monthly tax due, limited to a
maximum of \$100, may be deducted and retained to cover the expense of accounting

3/10/97

1 and filing the monthly tax remittance and return. [AT THE TIME THE
2 REMITTANCE IS MADE, EACH DEALER OR USER SHALL SUBMIT A
3 STATEMENT TO THE DEPARTMENT SHOWING ALL FUEL WHICH THE
4 DEALER OR USER HAS DISTRIBUTED OR USED DURING THE MONTH.]

5 * Sec. 4. AS 4340.010(f) is amended to read:

6 (f) The legislature authorizes the commissioner of revenue to issue
7 revenue bonds up to \$100 million from the proceeds of the tax on motor fuel used
8 in or on watercraft of all descriptions for the purpose of [THE PROCEEDS
9 FROM THE REVENUE FROM THE TAX ON MOTOR FUEL USED IN BOATS
10 AND WATERCRAFT OF ALL DESCRIPTIONS SHALL BE DEPOSITED IN A
11 SPECIAL WATERCRAFT FUEL TAX ACCOUNT IN THE GENERAL FUND.
12 THE LEGISLATURE MAY APPROPRIATE FROM THIS ACCOUNT FOR WATER
13 AND HARBOR FACILITIES.]

14 (1) priority funding of \$50 million for municipalities that have
15 negotiated deferred maintenance costs with the commissioner of transportation
16 and public facilities to bring the state harbors to an as-built condition for the
17 purpose of transferring responsibility and ownership, at the discretion of the
18 municipality, of projects identified by the commissioner that support the state's
19 economic policies and its goals of a sound economy, stable employment, and a
20 desirable quality of life;

21 (2) funding of \$21 million in capital projects and needed repairs
22 approved by the commissioner of transportation and public facilities in state

3/10/97

1 harbor facilities in communities where the state retains ownership. However,
2 nothing in this section shall preclude the local community from accepting
3 ownership at their discretion;

4 (3) funding of \$29 million for other marine-related projects

5 (A) for new or expanded water and harbor facilities to be
6 constructed by a municipality, but only if the municipality has presented to the
7 commissioner of transportation and public facilities a plan for the construction
8 of new or expanded facilities in the municipality, and the commissioner of
9 transportation and public facilities finds, and certifies to the commissioner of
10 revenue, that the making of the refund payment under this subparagraph will
11 materially assist the municipality in planning, designing, constructing, and
12 operating the new or expanded water and harbor facilities; and

13 (B) for reimbursement to communities that either own or
14 have previously accepted ownership of state-owned harbors through a transfer of
15 responsibility agreement (TORA).

16 * Sec. 5. AS 43.40 is amended by adding a new section to read:

17 **Sec. 43.40.075. TAX RETURN FILING REQUIREMENTS.** (a) A person
18 subject to the motor fuel tax shall file a return, made under penalty of unsworn
19 falsification, on a form prescribed by the department, reporting

20 (1) motor fuel sold, transferred, and used in the state by category
21 defined by the department; and

3/10/97

1 (2) sales, transfers, and uses of motor fuel that are exempt from
2 taxation under this chapter.

3 (b) The motor fuel tax return must show the type of motor fuel sold,
4 transferred or used, the nature of any exemption, to whom exempt fuel was sold or
5 transferred, and other information required on the form.

6 (c) The return, including all required schedules, documentation, and reports,
7 shall be filed with the tax remitted by the deadline for remittance of the motor fuel tax
8 established in AS 43.40.010(c).

9 * Sec. 7. This Act takes effect July 1, 1997.

DRAFT

3/10/97

Alaska Harbor Communities

Below are tentative capital needs identified by the respective communities or
ADOT/PF:

(1) - Priority funding for transfer of ownership:

1. Cordova	\$6,600,000
2. Haines	349,004
3. Homer	6,500,000
4. Hoonah	420,000
5. Juneau	3,071,413
6. Ketchikan	4,648,000
7. Klawock	351,058
8. Petersburg	5,500,000
9. Seward	5,200,000
10. Valdez	7,000,000
11. Yakutat	2,500,000

(2) - Funding for capital projects and needed repairs:

1. Angoon	\$ 16,011
2. Bethel	145,179
3. Coffman Cove	5,775
4. Craig	202,950
5. Hydaburg	164,084
6. Kake	487,614
7. Kodiak	4,652,876
8. Metlakatla	112,221
9. Naknek	2,700,000
10. Pelican	208,793
11. Port Alexander	229,763
12. Port Lions	2,397,068
13. Seldovia	83,625
14. Sitka	3,300,953
15. Skagway	570,000
16. Tenakee Springs	30,270
17. Thome Bay	300,000
18. Whittier	4,820,942
19. Wrangell	452,737

(3)(B) - Funding for reimbursement:

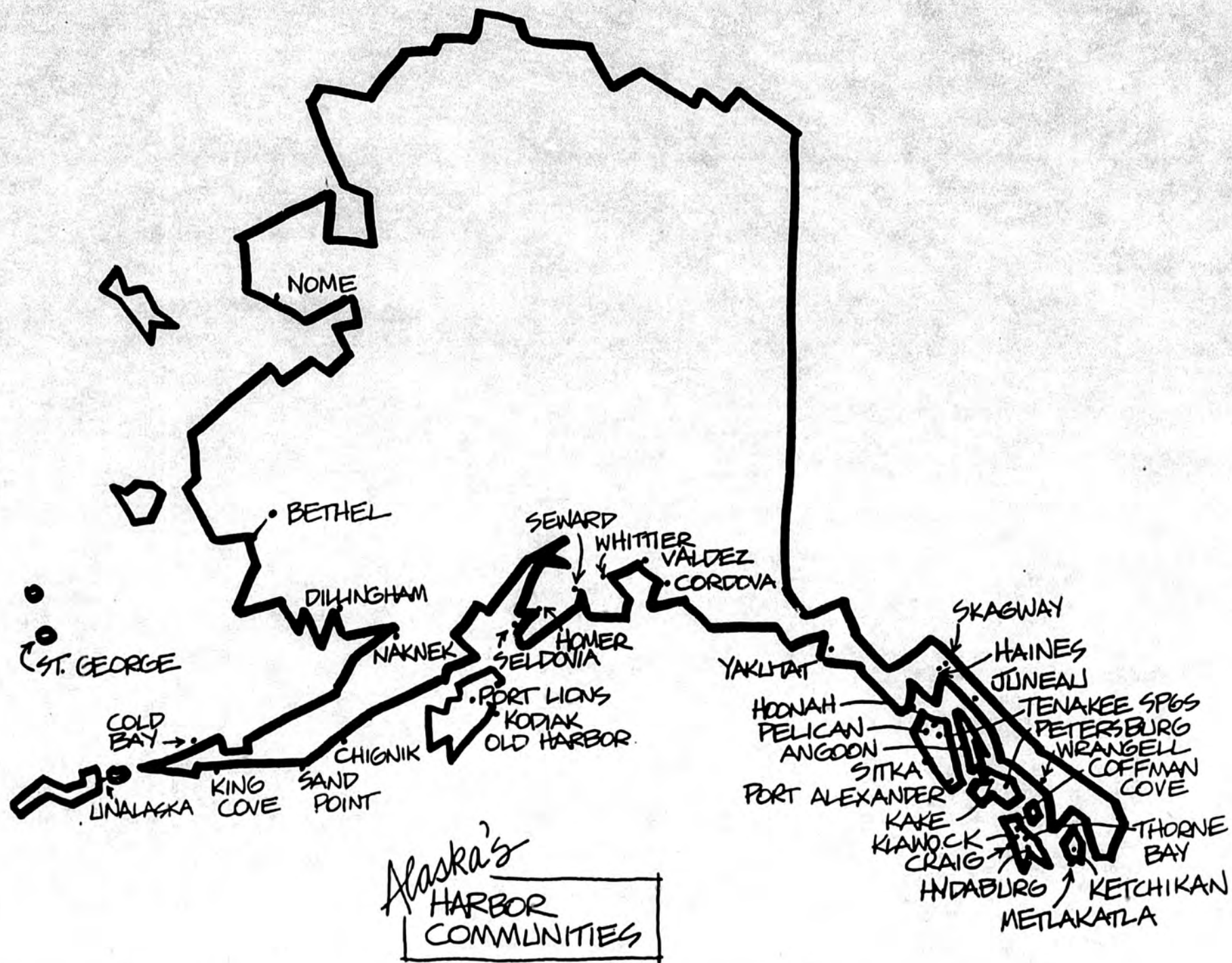
1. Chignik	\$	?
2. Cold Bay		?
3. Craig		?

DRAFT

3/10/97

Alaskan Harbor Communities
Page 2

4. King Cove	500,000
5. Klawock	?
6. Nome	2,500,000
7. Old Harbor	220,000
8. St. George	2,500,000
9. Sand Point	1,125,000
10. Sitka	?
11. Thome Bay	2,250,000
12. Unalaska	?





CITY OF KENAI

" Oil Capital of Alaska "

210 FIDALGO AVE., SUITE 200 KENAI, ALASKA 99611-7794

TELEPHONE 907-283-7535

FAX 907-283-3014



July 17, 1997

Representative Eldon Mulder
State of Alaska
716 West Fourth Avenue, Suite 310
Anchorage, AK 99501-2133

RE: **USE OF CITY OF KENAI COUNCIL CHAMBERS**

This letter is written to confirm your use of the Kenai Council Chambers on August 25, 1997 from 10:00 a.m. to 4:30 p.m. for a teleconferenced meeting of the Deferred Maintenance Task Force.

Attached is a copy of the instructions for the use of the facility. I understand you will want to use our teleconference phone. It works best if you have a teleconferencing operator make the calls and phone here. The call will then be transferred to the Chambers. Please use 283-6172. If you have any questions or the date changes, please notify me as soon as possible.

Please remember to clean up as much as possible upon completion of your meeting **(including putting chairs and tables back as you found them)**. Your cooperation will be appreciated.

CITY OF KENAI


Carol L. Freas
City Clerk

clf
Attachment

*Telecom operator
call Carol at direct #
283-7539*

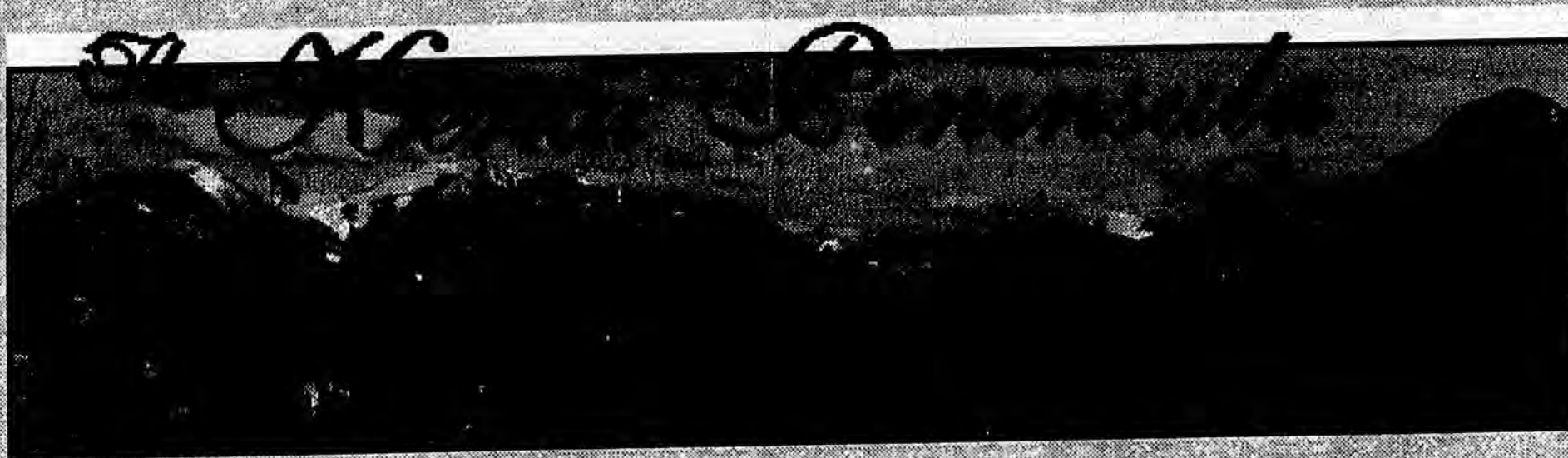
**CITY OF KENAI
USE OF COUNCIL CHAMBERS**

1. All meetings must be of a general governmental nature and scheduled in advance with the City Clerk.
2. All meetings **must be held in Council Chambers ONLY.**
3. The maximum number of persons permitted to use the facilities is limited to **60.**
4. **THE SOUND SYSTEM AND TAPE RECORDING EQUIPMENT IS NOT INCLUDED WITH THE ROOM'S USE.**
5. Coffee, cups, condiments, will **not** be furnished.
6. The Police and Fire Departments request that all in attendance at your meeting **park in front** of the City Administration Building.
7. **CLEAN UP AS MUCH AS POSSIBLE AFTER YOUR MEETING, INCLUDING RETURNING TABLES AND CHAIRS TO THE ORIGINAL DESIGN.**
8. **HAVE YOUR PROGRAM PARTICIPANTS USE THE ASH TRAYS THAT ARE AVAILABLE, NOT THE YARD, FLOWER BEDS, ETC.**
9. The building will be locked at 11:00 p.m. All meetings must be terminated by 11:00 p.m.

Thank you for your attention and cooperation with these matters.


Carol L. Freas, City Clerk

WELCOME



8/25/97

Kenai Peninsula Borough

WELCOME



DEFERRED MAINTENANCE AUGUST 1997

Kenai Peninsula Borough



REVENUE SOURCES

FY 1987-88



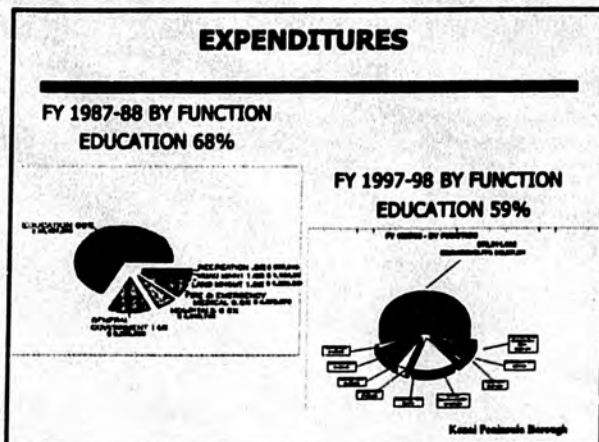
BOROUGH TAXES
1987: \$30,845,553
1997: \$50,343,168

STATE REVENUE
1987: \$21,691,389
1997: \$12,602,175

TOTAL PERMITTED GOVERNMENT REVENUES BY SOURCE - FY 1997



Kenai Peninsula Borough





DEFERRED MAINTENANCE TASK FORCE

**Never put off until tomorrow what you can do
the day after tomorrow. MARK TWAIN (1835-1910)**

Kenai Peninsula Borough

PAST ACCOMPLISHMENTS AND FUTURE NEEDS

- I. SCHOOL FACILITIES**
- II. STATE AND LOCAL ROADS**
- III. HOSPITAL**
- IV. SOLID WASTE FACILITIES**

Kenai Peninsula Borough

SCHOOLS

- INCREASING**
- INFLATION
 - STUDENT POPULATION
 - TECHNOLOGY INTEGRATION
 - LOCAL REVENUE REQUIRED TO FUND SCHOOLS

- DECREASING**
- STATE FUNDING LEVELS

- CAPPED**
- FOUNDATION FORMULA

Kenai Peninsula Borough

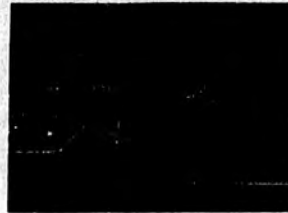
SCHOOL MAINTENANCE ACCOMPLISHED BY KPB

YEAR	STATE GRANTS	KPB GENERAL FUND	TOTAL SCHOOL FUNDS	KPB SHARE
1992	\$388,900	\$359,000	\$745,900	48%
1993	\$4,716,800	\$2,234,143	\$6,950,943	32%
1994		\$582,700	\$582,700	100%
1995	\$107,084	\$1,950,000	\$2,057,084	95%
1996		\$1,940,480	\$1,940,480	100%
1997		\$1,535,910	\$1,535,910	100%
1998		\$1,500,000	\$1,500,000	100%

Kenai Peninsula Borough

1997 ROOF PROJECTS

- Sears El.-New Roof Complete
- Kenai H.S.-Various Sections
- Homer H.S.-Various Sections
- Paul Banks-Concrete Pavers
- Area-Wide- Remove vegetation, patch as needed



Kenai Peninsula Borough

I. SCHOOLS: IMMEDIATE NEEDS

1998 TOTAL \$16,284,003

- | | |
|----------------------------|-------------|
| • ROOFS | \$1,066,703 |
| • ELECTRICAL UPGRADES | \$2,330,000 |
| • SEARS ELEMENTARY REMODEL | \$2,300,000 |
| • ASBESTOS ABATEMENT | \$3,368,000 |
| • OTHER | \$7,219,300 |

FUTURE NEEDS ?????

Kenai Peninsula Borough

MAINTENANCE ROOFING NEEDS

Failure to address these needs will result in costly internal damage to the following:

- Insulation
- Ceilings/Walls/Carpeting/Gymnasium Floors
- Computer Systems and Office Equipment
- Electrical Systems

Total Borough Wide Costs - \$ 1,066,703

Kenai Peninsula Borough

NINILCHIK SCHOOL

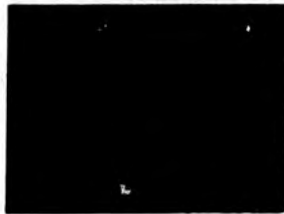
- Roof Deteriorating in Moist Coastal Climate
- Rotting Pipe and Conduit Supports
- Estimated Cost to repair: \$354,233



Kenai Peninsula Borough

KENAI CENTRAL HIGH

- Older portion of the roof requires asbestos abatement before roof can be replaced.



Kenai Peninsula Borough

KENAI CENTRAL HIGH



- Vegetation removal requires constant maintenance

- Deteriorating pipe and conduit supports
- Roots split roof pavers and grow into the seams of roofing materials

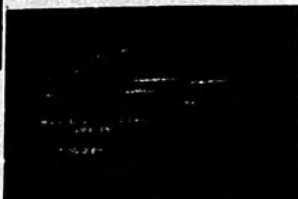


Kenai Peninsula Borough

SEWARD MIDDLE SCHOOL



- Roof Over Fifteen Years Old
- High Wind & Precipitation
- Estimated Cost \$427,680



- Similar Situation Port Graham & Nanwalek Schools
- Estimated Cost \$284,790

Kenai Peninsula Borough

ELECTRICAL NEEDS



Classrooms must be remodeled to accommodate equipment and wiring needs.

COMPUTER LABS

Makeshift computer labs result in electrical and fire code violations.



Kenai Peninsula Borough

FIRE HAZARDS



Computer facilities have strained the capacity of existing electrical equipment.

Conduit and cable chases should be installed to eliminate these fire hazards.



Kenai Peninsula Borough

AGING FACILITIES



Kenai Peninsula Borough

SEARS ELEMENTARY



- Aging heating & ventilation units
- Cracked and worn plumbing and electrical fixtures



Kenai Peninsula Borough

2.3 million Repair

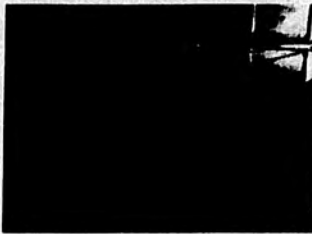
SEARS ELEMENTARY

Sears Elementary is at a point where the building should be updated and modernized. Otherwise, it will continue to deteriorate until it is uneconomical to maintain and becomes another "hollow shell" within a neighborhood.

COST ESTIMATE: \$2,300,000

Kenai Peninsula Borough

SEWARD HIGH POOL



- Aluminum Tank
- Eighteen years old
- Leaking 1,500 gpd
- Cost Estimate:
\$860,000

Kenai Peninsula Borough

ASBESTOS ABATEMENT



- PIPE AND TANK INSULATION



Kenai Peninsula Borough

VINYL ASBESTOS TILE FLOORING



Kenai Peninsula Borough
