

ALASKA LEGISLATURE SPECIAL COMMITTEE / SUBJECT FILES 86/2

866 SCOMM30 : CONFERENCE ON ALASKA'S FUTURE FRONTIERS 1979

II. Transportation (Cont'd.)

It is also contemplated that monies will be made available for air taxi operators to finance large aircraft, such as otters and sky-vans, to get large freight items to rural areas more efficiently.

A bill providing for municipal mass transit funds is being contemplated as well as a bill for the combination of school and public transportation systems. The final outcome of these proposals has not yet been determined.

Many groups recommended the expansion of the Alaska marine highway system to include the Aleutian Peninsula and other areas of the state. The expansion of the system is the subject of D.O.T.'s Comprehensive Plan and of great concern to the legislature. Some expansion in this area should occur this year or next.

III. Resource and Economic Development

Needless to say this subject will receive a great deal of attention this legislative session. At present, numerous bills affecting resource and economic development are underway in the legislature for introduction in this session. It was evident from the conference that many delegates were concerned about the development of alternative energy resources as well as the conversion of non-renewable to renewable resources within the state. As a direct result of the conference, a bill is being prepared to provide money to various agencies for the development of alternative energy resources, such as wind energy, geothermal energy and others. In addition to alternative energy problems, several tax incentives are presently being contemplated. One bill has been introduced which will exempt energy efficient improvements to individual residences from property tax assessments.

Several other bills affecting renewable resources such as bottomfishing are also soon to be introduced. A follow-up on the numerous items of legislation affecting Natural Resources and Economic Development will be forthcoming in the next newsletter.

IV. Politics, Law and Government

1. There are requests in the up-coming budget to increase the number of judges around the state, particularly in the Anchorage area.
2. A bill has been introduced this session to add an appellate court systems which will reduce the number of appeals going to the supreme court in the criminal area. The end result of this is hoped to be a more efficient supreme court and less time at the appellate level.

IV. Politics, Law and Government

3. We are currently working on a proposal to increase the level of support funding for police and fire protection in rural areas. The Department of Public Safety is currently operating a public safety officer training program whereby individuals are selected and trained at the State Police Academy in Sitka. The training goes beyond the scope of law enforcement, however, and includes such things as water safety, boating and first aid. Additionally, the public safety officer is given a model of local ordinances which he would encourage the local governing body to adopt thereby allowing the public safety officer to have the tools necessary to adequately fulfill his job. It is contemplated that this public safety officer training program will be expanded and more monies will be made available to utilize this program more efficiently.
4. A bill has been introduced which will set up an organization to investigate the sentencing practices of defendants who have committed crimes against men as opposed to those who have committed crimes against women to determine whether or not there is any disparity.
5. Many delegates identified a problem of discrimination and sentencing practices against minorities in Alaska. Last year the legislature funded a study to determine if these allegations were in fact true. It has been determined there are in fact discriminating sentencing practices taking place in the state against minorities, and the legislature is currently undertaking the means to resolve this problem. The end result of this will be forthcoming in future newsletters.

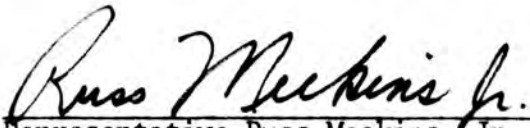
V. Miscellaneous Items

Other items of legislation which have been produced in response to the conference are:

1. An act relating to payment of the Alaska Native Fund from the oil and gas reserves. This bill requires the total amount of money payable to the Alaska Native Fund to be paid out of this year's, (1980) oil and gas revenues.
2. A bill has been introduced to make a special appropriation to the Alaska Veteran's Loan Program. The amount of this request is \$200,000,000 which we are told will allow the department to make 75 loans of \$100,000 each.
3. A bill has been introduced which will limit the Alaska State Housing Authority to projects in the areas of the state where financing is not otherwise available.

Conclusion

We sincerely hope that this information is helpful to you in your assessment of the Legislature's response to the Conference. We are working diligently to respond to all the proposals and will send you a second newsletter sometime in March to up-date the information in this newsletter as well as inform you of legislation which has been introduced in the interim. Thanks again for your hard work and sincere concerns for Alaska's future.


Representative Russ Meekins, Jr.


Senator George H. Hohman, Jr.

19 page 1 - Newsletter to #3 of
Education - begin 2 spaces
under heading

20 page 2 Newsletter I. Education Cont'd 4
for II Transportation

21 page 3 Newsletter II Transportation
Cont'd -

22 page 4 Newsletter III Transportation
Cont'd 3

b

SOUTHCENTRAL REGIONAL MEETING

COMMISSION ON THE YEAR 2000

OBJECTIVES

1. List values
2. Identify concerns
3. Prioritize
4. Communicate with Legislators meaningfully
Note: Follow through on part of group leaders to check the status of pending legislation resulting from statewide conference.

WHAT PRINCIPLE, STANDARD OR QUALITY IS IT THAT KEEPS YOU LIVING IN ALASKA?

GROUP A

1. Natural beauty
Physical environment (mountains and oceans)
2. Lack of industrial development
No pollutants
Choose kind of industry allowed into the state
Stablize economy
3. It's different
Like no other place in the Nation
4. High standard of living
Good salary
5. Extreme diversity of people
6. Freedom unlimited
Freedom of endeavor
Freedom of political environment
Freedom of going to outer areas
7. Home - Family is here (roots)
8. Cultural gap
Don't speak the same language outside
9. Participate in a "new society"
Retain cultural identity

10. Local political cultural gap
Regionalism
11. Lack of population density
Not living under neighbor's nose
12. High environmental quality
13. Opportunity for self-sufficiency

GROUP B

1. Feeling of power
Freedom (massive space)
Flexibility of lifestyle
2. Opportunity
Socio-economic impact control over one's destiny
3. Standard of living/quality of life
4. Climate
5. Less governmental scrutiny

SUGGESTED SUMMARY - Miles Davic

"The people of Alaska seek responsible self-control of their lives, land and water, fish and wildlife, and land and commerce."

GROUP A & B - combined categories that suggest themselves:

1. Environment
Natural beauty
Lack of heavy polluting industry
Accessibility of wilderness/getting away from it all
Sparse population
2. Socio-Economic environment
Freedom of lifestyle - diversity of people
Impact potential on government/self
3. Economic opportunity
Higher paying jobs
4. Influence community issues
Votes count
Can be heard and noticed
5. Overlapping groups

Within small population

5. Geographic separateness

Isolation from other 49 states



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

F.F.C. #005

Future Frontiers Conference
Commission on the Year 2000
For Immediate Release
Contact: Gary Holthaus 272-5341

Future Frontiers/ Commission on the Year 2000 has announced a regional conference to be held in Anchorage. The main objective of this conference is to provide Alaskans with an opportunity to voice their ideas and concerns for the future of Alaska regarding the next 10 to 20 years.

This regional conference is open to the public, and all interested persons are urged to attend.

The conference will take place on Saturday and Sunday, January 24th and 25th at Alaska Pacific University Student Center from 8:00 to 4:00.

The Featured speaker will be Dr. Joseph W. Meeker, ecologist, professor, author, and broadcaster. Dr. Meeker is a former Alaskan who is now the director of the Strong Center in Berkeley, California.

For additional information regarding this regional conference please contact Mr. Gary Holthaus, co- chairman at 272-5341.



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

November 25, 1980

To : Sharon Sturrock
Accounting

From : Carolyn Martin
Senator Hohman's Office

Subject : Travel and Per Diem Authorization

The attached list of delegates is incomplete as of this date, but I thought it might help to get the ball rolling.

Also, attached is a copy of the proposed agenda for the meeting which is to be held in Anchorage on December 1, 1980.

Please call me if you have further questions.



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

November 25, 1980

Below is a list of those delegates that were chosen by their respective groups to represent the group, during the course of the Conference.

Tom Dahl
310 K Street
Anchorage, Ak. 99501
276-1994

Nels Alexis
Box 591
Bethel, Alaska 99559
543-2091

Keith Stump
2603 4th Avenue
Ketchikan, Alaska 99901
225-5070

Stephen DeLisio
5102 Shorecrest Drive
Anchorage, Alaska 99502
279-9574

Diane Carpenter
Box 39
Bethel, Alaska 99559
543-2621

Art Davidson
Box 26 A, SRA
Homer, Alaska 99603

Ellen Hayes
6516 Nottingham Drive
Anchorage, Alaska 99502
333-0416

Georgianna Lincoln
Third & Hall Street
Fairbanks, Alaska 99701
452-8251

Hayden Kaden
General Delivery
Gustabus, Alaska 99826
697-3431

Rosie Porter
Tundra Drums
Bethel, Alaska 99559
543-3500

Rich Seifert
University of Alaska, Fairbanks
Fairbanks, Alaska 99701
479-7987

Jeff Stephen
United Marketing Association
Kodiak, Alaska 99615
486-4568

Dennis Tiepelman
Box 256
Kotzebue, Alaska 99752

Emma Widmark
Box 1492
Juneau, Alaska 99802
586-1432



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

November 25, 1980

Legislative Council
Future Frontiers

Meeting of December 1, 1980

Purpose of meeting: To review 1979 activity, discuss recent legislative and administrative action, to establish a delegate action agenda and finally to establish a conference schedule.

Place of meeting: Sheraton Hotel, Room 305, Anchorage

Time: 8:00 a.m. to 4:00 p.m.

Agenda

Roll call and adoption of agenda	8:00 a.m.
Introduction of members	8:10
Senator Hohman's welcoming and updating speech	8:30
Review of 1979 activity	9:00
Discussion of legislative action	10:00
Break	10:45
Discussion of administrative responses	11:00
Lunch	Noon
Propose work program of delegates	1:00 p.m.
Discussion of upcoming meetings and issues	2:30
Discussion on establishing conference schedule	3:30
Set date for next meeting	3:45
Adjourn	4:00 p.m.



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

November 25, 1980

Sheraton Anchorage Hotel
401 E Sixth Avenue
Anchorage, Alaska 99501

Dear Sir:

This letter will confirm our telephone conversation regarding the reservation of Room #305 to accommodate 15-20 persons on December 1, 1980. Approximate cost to be \$230.00.

If you have further questions regarding this matter, please contact our office at the above number.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elsa Demeksa".

Elsa Demeksa
Future Frontiers Staff

ED:clm



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

November 24, 1980

Mr. Dennis Tippleman
P. O. Box 256
Kotzebue, Alaska 99752

Dear Mr. Tippleman:

It is the intention of the Legislative Council Chairman, Senator George Hohman, to reconvene the Future Frontiers Conference. The tentative proposal is to hold the conference in March of 1981. But before that date, we would like to meet with leaders of the five groups which participated in the Conference in 1979, to critique the 1979 activity, to discuss recent legislative and executive action and other responses, to establish a delegate action agenda and finally to establish a conference schedule.

The first meeting of group leaders is tentatively scheduled for December 1, 1980 in Anchorage. If you would be able to attend, please contact Senator Hohman's office in Juneau (465-3880) at your earliest convenience by calling collect.

Sincerely,

Elsa Demeksa
Future Frontiers Staff

ED:clm



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

November 24, 1980

Mr. Rich Seifert
University of Alaska, Fairbanks
Fairbanks, Alaska 99701

Dear Mr. Seifert:

It is the intention of the Legislative Council Chairman, Senator George Hohman, to reconvene the Future Frontiers Conference. The tentative proposal is to hold the conference in March of 1981. But before that date, we would like to meet with leaders of the five groups which participated in the Conference in 1979, to critique the 1979 activity, to discuss recent legislative and executive action and other responses, to establish a delegate action agenda and finally to establish a conference schedule.

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Sincerely,

Elsa Demeksa
Future Frontiers Staff

ED:clm



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

Planning for the next 10 years

November 24, 1980

Mr. Art Davidson
Box 26 A, SRA
Homer, Alaska 99603

Dear Mr. Davidson:

It is the intention of the Legislative Council Chairman, Senator George Hohman, to reconvene the Future Frontiers Conference. The tentative proposal is to hold the conference in March of 1981. But before that date, we would like to meet with leaders of the five groups which participated in the Conference in 1979, to critique the 1979 activity, to discuss recent legislative and executive action and other responses, to establish a delegate action agenda and finally to establish a conference schedule.

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Sincerely,

Elsa Demeksa
Future Frontiers Staff

ED:clm

Alaska Pacific University

Anchorage, Alaska 99504

907-276-8181



DATE 24 Jan 1981

REC'D FROM: Seaboard Lumber Co.

FOR THE A/C OF: by Elva Demko

STUDENT OR
EMPLOYEE NO. _____

DESCRIPTION		
<u>Deposit</u>	\$ <u>150</u>	<u>00</u>
<u>Balance to be</u>	\$	
<u>Balance</u>	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
TOTAL	\$ <u>150</u>	<u>00</u>

2188

REC'D BY: [Signature]

AGREEMENT

Alaska Pacific University and the Southcentral Regional

Future Frontiers Conference agree as follows:

ASA GUARANTEE

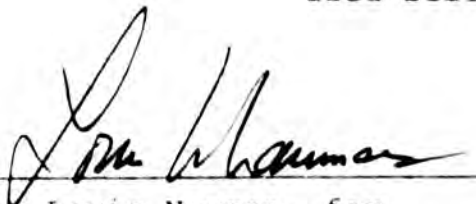
A. Alaska Pacific University will provide the following:

1. Meeting space in the Alaska Pacific University Student Center; (2) days @ \$250.00 per day,
2. Three dormitory rooms; (2) nights @ \$12.50 per person per night, **30**
3. Two luncheons; **100** people for each lunch @ \$3.50 per person.

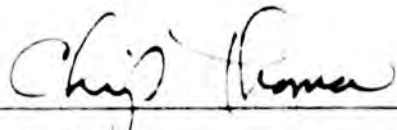
we collect from you

The Southcentral Regional Future Frontiers Conference agrees as follows:

1. To pay Alaska Pacific University the sum of \$150.00 on Saturday, January 24, 1981.
2. To pay the remainder due for services rendered and received, after receipt of appropriate itemized billing.


Dr. Lewis Nauman, for
Alaska Pacific University

1/24/81
DATE


Chip Thoma
Southcentral Regional
Future Frontiers Conference

1/24/81
DATE

Chip Thoma

Delegate Main part	Name	Address	Occupation	Firm	Phone
	Mavis Jones	SRA 319		Univ of Alaska	1349-4105
2	Edward Hood	SRA 319		Stetson	263-1837
3	Frank Wood Jr	Twenty Grand Eagle River		3449704	694 9705
(*) 4	Sam H. Haldane	439 D St #312 99501		Alc Humourist For	212-5341
*	Robert Cotten	111 W 22nd Ave 99505		Carris Quality Centers	278-4790
*	Charlotte Simonds	1449 W 13 Ave. Delta 99504		UPC	274-8767
*	Stanley Emery	4048 W 13 Ave		Compass Ministries	272-7375
*	David R Thron	SRA Box 332			349-4794
*	David R Thron	1449 W 13 Ave			274-8767
(*) 9	Doug McCombs	1610 West 14th Ave Anchorage, A.K. 99501		AEIDE	278-4525
10	Mary Sue	1841 I St.		Alc Emergency Services Center	274-3604
11	John Howell	1414 1/2 St (A)		105A J. St (A)	263-1810
12	Gail Stoltz	Box 10935 AIPRIS		AIPRIS	278-3601
13	Mart Jensen	Box 10935 Anch AK		AIPRIS	278-3601
14	Kathleen Johnson	Box 31454 Anchorage		278-4100	
*	Marg. on H. Hyden	Box 112 11, 112th St, AK		2-4141	567 5445
16	MILES DAVID	P.O. Box 1292		AUC	99510 332-7910
17	Mark Skel	P.O. Box 49500		Reporter	277 5621

Delegate	Name	Address	Occupation Firm	Phone
18	Charles P. Meacham	3502 Wesleyan Dr. ^{Anch.}	AK Dept. Fish Game	344-0341
19	Kathleen GRAVES	5902 Buckner, Anch.	Comm. Fishing	337-6524
* 20	Beverly Jensen	943 Westbury, Anch.	Public Relations Municipality of Anch.	279-5361
21	Nancy Smith	SP Box 2057, Anch.	Public Relations Municipality of Anch.	344-1098
* 22	Alex Fisker	1036 W. 22nd	Student	279-4375
23	Sandy Weigel	3961 Bryant Ridge Anch. 99004	Interested citizen	333-5008
24	Bert Aleck	SRA Box 1362	Interested ST. App	344-7109
25	Knowlton Johnson	Justice Center Univ. of Alaska, Anchorage	UAA	263-1818
26				
27				
28				
29				
30				
31				
32				
33				
34				

	Name	Address	Occupation	Phone
1	Nancy Lu	1541 I		
2	Helen Fisher	1036 W. 22nd Ak. 99513	lawyer	279- 4375
3	Helen Fisher		student	
4	Hafner Wiley	3424 Knik	Alaska Numerical, Forum	
5	Robert L. Veach	7306 MADELYNNE DRIVE	LANDLORD	331-1723
6	Nancy Gross	1714 Birchwood	consultant	277-3070
7	Theron Pederson	Box 685, Nome 929 W. 27th #407 Anchorage, AK. 99502	student	—
8	Lewie Pederson	" " "	Laborer	—
9	Nancy B. Cling	" " "	Inter. & S. Mgmt.	276-0872
10	JOE BAGINSKI	PO Box 3800	MGMT CONSULTANT	276 0872
11				
12				
13				
14				
15				
16				
17				
18				

ASSOCIATES

Stephen S. DeLisio
Alan Sherry
Joseph M. Moran
Patricia L. Zobel
Walter J. Scudlo
T. W. Patch

LAW OFFICES OF

MERDES, SCHAIBLE, STALEY & DeLISIO, Inc.

A PROFESSIONAL CORPORATION

943 West 6th Avenue — 6th & "K" Building 99501

P. O. BOX 2840

Cable Address—MERANCH

Tel. (907) 279-9574

ANCHORAGE, ALASKA 99510

Telex No. 25-257

ASSOCIATES

Edward A. Hender
Gunter Berg Schauble
Edward Staley
Dennis E. Cook
Barbara L. Schukmann
Robert B. Grosselace
Charles D. Silvey, Jr.
Michael C. Garaghty

February 5, 1981

Mr. Allen D. Blume
Future Frontiers
Pouch "V"
Juneau, Alaska 99811

Re: Future Frontiers

Dear Mr. Blume:

By now you should have received Steve's letter dated February 2, 1981, which included a list of names of interested people wanting to serve as delegates at the upcoming Future Frontiers Conference.

The following are two more people Steve would like added to that list:

(1) Michael Tapley, P.O. Box 2407, Anchorage, Alaska 99510, 345-4343;

(2) Robert M. Vogt, 1800 Stanford Drive, Anchorage, Alaska 9954, 278-2561.

Thank you for your assistance.

Sincerely,

MERDES, SCHAIBLE, STALEY
& DeLISIO, INC.

By

Jan Martin

Jan Martin, Secretary to
Stephen S. DeLisio

/jpm

RECEIVED
FEB 14 1981

Stephen S. DeLisio
Alan Sherry
Joseph M. Moran
Patricia L. Zobel
Walter J. Scudlo
T. W. Patch

**LAW OFFICES OF
MERDES, SCHAIBLE, STALEY & DeLISIO, Inc.**

A PROFESSIONAL CORPORATION

943 West 6th Avenue — 6th & "K" Building 99501

P. O. BOX 2840

Cable Address—MERANCH

Tel. (907) 279-9574

ANCHORAGE, ALASKA 99510

Telex No. 35-357

Edward A. Merdes
Grant Doug Schaible
Edward Staley
Dennis E. Cook
Barbara L. Schumann
Robert B. Grosselless
Charles D. Silvey, Jr.
Michael C. Geraghty

February 2, 1981

Mr. Allen D. Blume
Future Frontiers
Pouch "V"
Juneau, Alaska 99811

Re: Future Frontiers

Dear Allen:

As you may be aware, an advertisement was run on television toward the end of last week encouraging people to participate in the coming Future Frontiers program. I received a number of responses from people who have requested that they be given an opportunity to serve as delegates from the Greater Anchorage Area, including one from Soldotna. Their names, addresses, and phone numbers are as follows:

1. Tom Shook, 3351 Lakeside Drive, Anchorage, Alaska 99502, 344-3747;
2. Gary N'Ski, 643 "O" Street, Anchorage, Alaska 99501, 272-6628;
3. Robert L. and Evelyn S. Veach, 7306 Madelynne Drive, Anchorage, Alaska 99504, 333-1723;
4. Roy and Tommy Brown, P.O. Box 762, Soldotna, Alaska 99669, 262-4233;
5. Peggy Hubbard, 3810 Patricia Lane, Anchorage, Alaska 99504, 333-0216;
6. John W. Wood, 1161 LaLande Place, Anchorage, Alaska 99504, 337-5535 (home), 272-9548;
7. Carl and Judy Whitson, 2201 "D" Street, Anchorage, Alaska 99503, 272-4152;

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FEB 14 1981

Mr. Allen D. Blume
February 2, 1981
Page Two

8. Susan Bickman, SR Box 5422, Eagle River, Alaska 99577, 694-9694;

9. Ray Rainwater, SRA Box 1458B, Anchorage, Alaska 99502, 345-3860;

10. Eric Skidmore, Box 56, Chugiak, Alaska 99567, 688-9096;

11. Chuck Adams, 2270 Lake George Drive, Anchorage, Alaska 99504, 337-1849, 264-6676.

When Tom Shook called me, he informed me that he had been the lead computer analyst for the Mesarovic and Pestel World Modeling project for the Club of Rome until that group was disbanded. He is currently developing an Alaska model and works at least part of his time as a consultant. He would like to become involved with the Future Frontiers program, I gather, in some sort of a resource person capacity. He has some practical approaches to an analysis of the future and how to deal with it that may be of benefit to the group.

If it is at all possible for these people to be named as delegates or alternate delegates from the Southeastern Region to the March Future Frontiers Conference, I would appreciate it if you could advise them as soon as possible and send them whatever materials might be needed.

Thank you for your assistance.

Best regards,

MERDES, SCHAIBLE, STALEY
& DeLISIO, INC.

By Stephen S. DeLisio
Stephen S. DeLisio

SSD/jpm

cc: Mr. Gary Holthaus

ALASKA CONF. ON FUTURE FRONTIERS
LEGISLATIVE COUNCILS CONFERENCE ON ALASKA'S FUTURE FRONTIERS TO
BE HELD AT THE SHERATON ANCHORAGE HOTEL ON DECEMBER 5, 6, 7 AND
8. YOUR PARTICIPATION WILL GREATLY AID IN DETERMINING APPROPRIATE
COURSES FOR ALASKA'S FUTURE. IF YOU ARE ABLE TO ATTEND, PLEASE LET
ME KNOW RIGHT AWAY BY COLLECT WIRE OR PHONE CALL. IF YOU WILL NEED
FINANCIAL ASSISTANCE FOR TRAVEL AND HOTEL PLEASE INDICATE IN
YOUR CALL OR WIRE.
SENATOR GEORGE HOHMAN
POUCH V
JUNEAU AK 99811
465-3880 OR 465-4849

CONFIRMATION COPY

CE

02012 TDA JUNEAU AK 86 11-24 1240P AST
RMS DAVID NANALOOK
TOGI AK

CONGRATULATIONS. YOU HAVE BEEN SELECTED AS A DELEGATE TO THE
LEGISLATIVE COUNCILS CONFERENCE ON ALASKA'S FUTURE FRONTIERS TO
BE HELD AT THE SHERATON ANCHORAGE HOTEL ON DECEMBER 5, 6, 7 AND
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YOUR CALL OR WIRE.

SENATOR GEORGE HOHMAN
POUCH V
JUNEAU AK 99811
465-3880 OR 465-4849

CONFIRMATION COPY

#CE

02013 TDA JUNEAU AK 86 11-24 1240P AST
RMS JESSIE FOSTER
QUINHAGAK AK

CONGRATULATIONS. YOU HAVE BEEN SELECTED AS A DELEGATE TO THE
LEGISLATIVE COUNCILS CONFERENCE ON ALASKA'S FUTURE FRONTIERS TO
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ME KNOW RIGHT AWAY BY COLLECT WIRE OR PHONE CALL. IF YOU WILL NEED
FINANCIAL ASSISTANCE FOR TRAVEL AND HOTEL PLEASE INDICATE IN
YOUR CALL OR WIRE.

SENATOR GEORGE HOHMAN
POUCH V
JUNEAU AK 99811
465-3880 OR 465-4849

CONFIRMATION COPY

#CE

02014 TDA JUNEAU AK 86 11-24 1240P AST
FMS JACOB JOHNSON 949-1117 949-1119
EIMONAK AK

CONGRATULATIONS. YOU HAVE BEEN SELECTED AS A DELEGATE TO THE LEGISLATIVE COUNCILS CONFERENCE ON ALASKAS FUTURE FRONTIERS TO BE HELD AT THE SHERATON ANCHORAGE HOTEL ON DECEMBER 5, 6, 7 AND 8. YOUR PARTICIPATION WILL GREATLY AID IN DETERMINING APPROPRIATE COURSES FOR ALASKAS FUTURE. IF YOU ARE ABLE TO ATTEND, PLEASE LET ME KNOW RIGHT AWAY BY COLLECT WIRE OR PHONE CALL. IF YOU WILL NEED FINANCIAL ASSISTANCE FOR TRAVEL AND HOTEL PLEASE INDICATE IN YOUR CALL OR WIRE.

SENATOR GEORGE HOHMAN
POUCH V
JUNEAU AK 99811
465-3880 OR 465-4849

CONFIRMATION COPY

#CE

02015 TDA JUNEAU AK 86 11-24 1240P AST
FMS RAFE MORAN 758-4228
HOOPER BAY AK

CONGRATULATIONS. YOU HAVE BEEN SELECTED AS A DELEGATE TO THE LEGISLATIVE COUNCILS CONFERENCE ON ALASKAS FUTURE FRONTIERS TO BE HELD AT THE SHERATON ANCHORAGE HOTEL ON DECEMBER 5, 6, 7 AND 8. YOUR PARTICIPATION WILL GREATLY AID IN DETERMINING APPROPRIATE COURSES FOR ALASKAS FUTURE. IF YOU ARE ABLE TO ATTEND, PLEASE LET ME KNOW RIGHT AWAY BY COLLECT WIRE OR PHONE CALL. IF YOU WILL NEED FINANCIAL ASSISTANCE FOR TRAVEL AND HOTEL PLEASE INDICATE IN YOUR CALL OR WIRE.

SENATOR GEORGE HOHMAN
POUCH V
JUNEAU AK 99811
465-3880 OR 465-4849

CONFIRMATION COPY

#CE

02016 TDA JUNEAU AK 86 11-24 1240P AST
FMS LIZ BEANS JOSEPH
NIGHTMUTE AK

CONGRATULATIONS. YOU HAVE BEEN SELECTED AS A DELEGATE TO THE LEGISLATIVE COUNCILS CONFERENCE ON ALASKAS FUTURE FRONTIERS TO BE HELD AT THE SHERATON ANCHORAGE HOTEL ON DECEMBER 5, 6, 7 AND 8. YOUR PARTICIPATION WILL GREATLY AID IN DETERMINING APPROPRIATE COURSES FOR ALASKAS FUTURE. IF YOU ARE ABLE TO ATTEND, PLEASE LET ME KNOW RIGHT AWAY BY COLLECT WIRE OR PHONE CALL. IF YOU WILL NEED FINANCIAL ASSISTANCE FOR TRAVEL AND HOTEL PLEASE INDICATE IN YOUR CALL OR WIRE.

SENATOR GEORGE HOHMAN
POUCH V
JUNEAU AK 99811
465-3880 OR 465-4849

Chadwick
1981

FUTURE FRONTIERS CONFERENCE

- Delegate Questionnaire -

----- Please fill out this
questionnaire only if you
are a delegate to the conference -----

In the 1969 Brookings/Legislative conference, there was a significant discussion about "Alaska lifestyle" . . . leading to the following question to start this conference, ten years later: Which of the following two lifestyles and economies do you PERSONALLY PREFER:

- 01) (1) An economy and lifestyle which is primarily self-sufficient, in which local people produce most of their food, build their own houses, renew their own energy systems, recycle resources, subsist to a large degree on hunting, fishing, trapping etc.; and depend less on "jobs", cash income, and consumer goods imported from all over the world than is the case at present.
42%
- (2) An economy which depends upon "jobs", cash income, consumerism, credit, renting and buying, and the technological (multinational) world system which exchanges such commodities, goods and services, and which looks to the Alaska environment not for subsistence, self sufficiency and struggle, but as an opportunity for recreation, often using the motor vehicle, energy, and other consumable resources in the process.
31%
- 27% No Response*
- 02) Even though most Alaskans don't actually live the life described in (1) above, is it part of the Alaska dream, as you see it, to subscribe to such a lifestyle?
1. Yes *37%*
2. Somewhat *55%*
3. No *7%*
- 03) Do you believe it's realistic to maintain the dream and goals described in (1) above, or do you believe that it is unrealistic to think that anyone can escape the economic consequences of life described in (2) above, no matter where he may live in America or Alaska?
1. Realistic *33%*
2. Unrealistic *59%*
No response 8%
- 04) Do you agree that most Alaska Natives are going through a transition from lifestyle 1 to lifestyle 2?
1. Agree *83%*
2. Disagree *14%*
No response - 4%
- 05) (If so) Do you think they are doing so willingly, knowing the cultural, spiritual and economic consequences in toto?
1. Yes *26%*
2. No *57%*
No response 4%

1. Agree 57%
2. Disagree 10%
No Response 3%

07) (If so) Do you think they succeed at it, or is it mostly just talk?

1. Yes Succeed 37%
2. No Talk 47%
No Response 14%

Do you favor or oppose ...

FAVOR

(circle appropriate
number below)

OPPOSE

N.R.

08) Independence (sovereignty as a nation)
for Alaska

1 15%

2 78%

7%

09) Commonwealth (free associated state) for Alaska --
as exists for Puerto Rico and Guam.

1 14%

2 71%

15%

10) Redefinition of Statehood for Alaska, amendments
giving Alaska more sovereign powers over
Alaska lands, resources, etc.

1 61%

2 28%

5%

11) A constitutional convention for Alaska.

1 40%

2 45%

14%

12) If a constitutional convention were to occur, please identify areas where you believe changes
would be warranted:

(write in)

13) And, identify areas where you feel changes are not warranted, but special interests may indeed
try to force change for the whole state?

(write in)

Do you favor or oppose ...

FAVOR

(circle appropriate
number below)

OPPOSE

N.R.

14) Legal attempts to discourage migration
to Alaska.

1 34%

2 64%

2%

15) Legal and political efforts to limit jobs, fishing licenses,
etc. to residents of Alaska.

1 42%

2 52%

6%

16) Extension of the residency-time requirement
from 1 month back to 1 year in the state.

1 87%

2 8%

5%

17) The distribution of state wealth such that residents with
longer tenure in the state receive a larger share than
residents with a short tenure.

1 67%

2 27%

6%

- 18) Economic planning which discourages population growth in Anchorage and Fairbanks and encourages population growth elsewhere 1 55% 2 42% 4
- 19) Law which insures that All Alaskans will be treated equally in the distribution of state wealth, regardless of any criteria (such as length of residence, age, race, income, health, or other need) 1 44% 2 48% 8
- 20) A State Constitutional Amendment which guarantees Legislative Representation to rural areas (insuring that no one from Anchorage, for example, winds up representing a resident of Nunapitchik) REGARDLESS of the one-man, one-vote apportionment system 1 77% 2 18% 5

Do you favor or oppose a generalized state policy which:

FAVOR

OPPOSE

N/A

(circle appropriate
number below)

- 21) Encourages rural economic development even if it means increased population in the rural areas (people from the lower '48 drawn to Alaska's rural areas) 1 58% 2 35% 7
- 22) Encourages economic development statewide and discourages population growth in Anchorage and Fairbanks - for two related purposes - first, to provide economic development in the bush where Alaskans really need it; and second, to slow down the rate of population growth in the two communities that have suffered the consequences (traffic, etc.) of a very rapid population growth rate in the 1970's 1 48% 2 41% 11
- 23) Encourages both of the above through the allocation of funds in the capital improvements budget of the state, the state operating fund, and the permanent fund (including the windfall surplus) 1 51% 2 27% 22
- 24) Ten years ago, it was argued that "the conveyance of 40 million acres and one billion dollars to Alaska's Natives will make all Alaska wealthier - it's for the good of all the state, not just the Natives," or words to that effect. In your opinion, has it worked out that way?
1. Yes 28%
 2. Somewhat 40%
 3. No 30%
 - No response 2%
- 25) Should the state manage its lands COOPERATIVELY with Alaska Natives and the federal government in Alaska? Or should each interest develop its own plan for land use without inter-dependence on the other?
1. Yes
 2. No

state would be yielding lands in remote areas for settlement purposes
the Natives would be exchanging lands near Alaska urban centers for recreation purposes

1. Yes
2. No

27) Is the state . . .

1. Distributing too much state land to residents
2. Distributing about the right amount of land to residents
3. Not distributing enough state land to residents

28) Of the state's total allotment (103.5 million acres) how much should be distributed, disposed or sold to Alaska residents?

_____ (specify No. of acres)

29) Should hunting licenses be . . .

1. Limited to Alaska residents from the hunting area only, upon payment of the fee; 26%
2. Limited to any Alaskan resident who pays the fee; 24%
3. Limited to any American citizens who pays the fee; 20%
4. Limited to anyone who pays the fee 30%

In terms of oil and gas development,
do you favor or oppose . . .

FAVOR
(circle appropriate
number below)

OPPOSE

- | | | | | |
|-----|---|--------|-------|---|
| 30) | a state investment in the gas pipeline | 57% .1 | 41% 2 | 2 |
| 31) | state ownership of the gas pipeline | 33% .1 | 59% 2 | 8 |
| 32) | the Beaufort sea lease sale | 63% .1 | 37% 2 | 5 |
| 33) | more oil and gas lease sales | 68% .1 | 24% 2 | 1 |
| 34) | state purchase of an interest in the oil pipeline | 55% .1 | 59% 2 | 7 |
| 35) | oil and gas exploration in southwest Alaska, near the
low income center of the state | 58% .1 | 39% 2 | 7 |
| 36) | Direct state investment in oil and gas exploration
on state owned lands | 55% .1 | 41% 2 | 4 |

How would you rank public investment in facilities (such
as airports, docks, roads, buildings, etc.) which
would stimulate economic development in . . .

RANK 1 TO 10

- | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|--|---|---|---|---|---|---|---|---|---|----|
| 37) oil and gas development | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 38) petrochemical plant construction | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 39) tourism | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 40) agriculture | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 41) bottom fisheries | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 42) other, traditional fisheries | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 43) new town construction, the housing industry | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 44) timber, logging | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 45) power projects (water, solar, thermal, etc.) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 46) major mining ventures (coal, etc.) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |

for local government? Or have new priorities taken the place of this "catch-up" policy.

1. Yes, use same way
2. No, new priorities

48) Presently, the state receives about half its oil and gas revenues from royalties and bonuses (these include the income from the portion of oil the state OWNS), and about one half its oil and gas revenues from oil taxes (the severance tax and other oil taxes). It is the policy of the state to put 1/8th of all these revenues into the PERMANENT FUND. The question is, should this be left at 1/8th or increased?

1. leave at 1/8
2. increase to 1/4
3. increase to 1/2
4. other: _____ (specify)

How would surplus revenues best be used in Alaska (please rank the following)

1 = lowest; 5 = highest

RANKING 1-5

in %

49)	to offset the effects of eliminating the state personal income tax	1-39	2-13	3-9	4-5	5-22
50)	to help develop Alaska Resources Inc. (as in M. Bradner)	1-14	2-9	3-21	4-10	5-21
51)	to help develop an AGSOC (as proposed by M. Gravel)	1-47	2-6	3-14	4-12	5-9
52)	as a low-interest loan guarantee bank to offset high interest rates for Alaska residents	1-12	2-4	3-18	4-15	5-35
53)	to "leverage" other state funds, bonds, and so on, thus stretching the state's financial capability in various respects (as in D. Rose)	1-10	2-15	3-13	4-25	5-18
54)	to invest the money wherever it makes the highest profit, even if that means investing OUTSIDE	1-31	2-15	3-14	4-8	5-17

55) Do you agree that the highest priority use for oil and gas revenues is investment in public facilities to anticipate bottomfish development in Alaska, or do you feel that some other project or activity has a higher priority?

1. Bottomfish development 88%
2. Other project or activity 14%

56) (And if so) Name it: _____

57) Should a comprehensive statewide plan for bottomfish be developed in which communities will be strategically and efficiently selected for highest and best use in terms of dock and harbor development, or should each of the communities interested in bottomfish facilities development compete for existing funds in the hope that they will be the site of such eventual economic activity?

1. Yes, statewide plan 51%
2. Each community compete 27%
3. Unsure 18%
- no response 4%

58) Should funds provided by the state for fishery development statewide include a low interest loan provision for Alaskan resident fishermen to use for improvement or purchase of the equipment needed to maximize their effectiveness in new, technologically complicated fisheries operations?

1. Yes 76%
2. No 9%
3. Unsure 11%
- no response 4%

60)	Alaska-international service.	1 46%	2 20%	3 23%
61)	Air service from major cities like Anchorage and Fairbanks to other smaller Alaska communities in Southeast and the west.	1 18%	2 48%	3 25% - 1
62)	Air service from small villages with no road and little or no ferry/boat transportation to regional centers or small Alaska cities.	1 20%	2 22%	3 52%

62) Should the state prepare a statewide transportation plan which integrates all transportation systems and provides a comprehensive, efficient means for getting from one place to another in Alaska at the most economical cost and by the most convenient means?

1. Yes 85%
2. No 10%
no response 5%

63) (And, if so) Should the state create one agency to administer and regulate the plan?

1. Yes 58%
2. No 28%
no response 14%

In anticipation of rural resource economic development (in oil and gas, mining, bottomfish and other fish industry product) how would you rank the following planning areas in terms of priority:

		RANKING 1 - 5					NA
64)	pipeline corridor planning.	1-29	2-18	3-22	4-5	5-13	4
65)	railroad corridor plans.	1-16	2-17	3-21	4-20	5-20	7
66)	road construction plans.	1-20	2-8	3-30	4-10	5-24	3
67)	dock and harbor improvements or construction plans.	1-8	2-10	3-9	4-28	5-42	2
68)	airport improvement or construction plans.	1-14	2-5	3-15	4-23	5-42	1

How would you prioritize the following transportation projects:

		RANK 1 - 6						NA
69)	Full year maintenance of the North Slope Haul Road.	1-42	2-11	3-12	4-11	5-1	6-19	4
70)	Construction of railroad links to create a trans continental link from interior Alaska to midwest USA.	1-14	2-13	3-16	4-18	5-14	6-20	6
71)	Construction of road links to create a linkage of Southeastern communities to the Canadian Highway system, and thus points north in Alaska as well.	1-20	2-12	3-22	4-11	5-13	6-15	6
72)	Improvements to the existing inter-Alaska community road network.	1-16	2-6	3-19	4-15	5-17	6-21	2
73)	Alaska purchase of the federally-owned Alaska Railroad.	1-34	2-14	3-8	4-12	5-12	6-13	8
74)	Improvements to the existing intra-Alaska community road network.	1-10	2-12	3-19	4-18	5-17	6-21	3

75) To maintain common purpose and understanding among the people of Alaska, and to insure control to the state government by the people dispersed through the great landmass of the state, do you prefer expansion of TRANSPORTATION or COMMUNICATION facilities?

1. Transportation 9
2. Communications 24
3. Both 54
no response 3

regarding the transportation mode?

1. Yes ~~68%~~ 72%
2. No ~~28%~~ 23%
- no response 14% 5%*

77)

Do you favor augmenting telecommunications facilities, teleconferencing with state government, public surveys, a state survey research information bank, television town meetings, and the like, for the purpose of creating an improved bond, or linkage, between the people of Alaska and the state government decision-making system (including the executive, the Legislature, and the courts).

1. Favor 77%
2. Oppose 18%
- no response - 5%*

78)

Do you foresee the possibility of using such an augmented telecommunications system so as to avoid the need for moving the state capitol to a centralized location in Alaska? (In other words, do you believe that it is possible to achieve through telecommunications techniques the kind of citizen participation and control which instigates the proponents of the capitol move; or is telecommunications technology incapable of delivery of such a participatory system?)

1. Yes 56%
2. No 37%
- no response 7%*

79)

Should the state encourage and loan money for efficiency machinery, with the understanding that this COULD discourage employment in the fisheries, both on vessels and shore-based?

1. Yes 50%
2. No 37%
- no response 13%*

80)

Should the state loan agencies be combined to concentrate all state loans to individuals under one state agency or division?

1. Yes 48%
2. No 43%
- no response 9%*

81)

Should the State organize the unorganized borough in Alaska (re, Gillian Smythe), map the unorganized areas, assess the property, analyze the revenue in the area, prepare the legislation and assist with funding the new government as it's needed?

1. Yes 43%
2. No 42%
3. Other 16% (comment)

82)

Do you believe that the concept of permitting private educational vendors -- certified private interests which deliver education to buyers at a certain price -- ought to be instituted in Alaska?

1. Yes 57%
2. No 37%
- no response 6%*

83)

Would you expect such a private/public mix of educational systems to provide a better product in the long run for Alaskans, or not?

1. Yes 67%
2. No 28%
- no resp. 5%*

As requested 9/6

Which of the following purposes of education should receive the highest priority for state government education systems:

RANK 1-3

85)	(1)	Education leading to employability, work, jobs	1 26%	2 16%	3 58%	4-2.6
86)	(2)	Education leading to an enjoyment of the quality of life, satisfaction and use of leisure (or retirement) time	1 21%	2 40%	3 33%	4-7
87)	(3)	Education for itself (simply to provide literate, able members of society who can move smoothly in it and through it)	1 27	2 27	3 42	4-5

88) Do you favor or oppose the creation of a statewide non-campus based, non-traditional College of Alaska to meet the wide variety of needs not currently met by existing, traditional institutions? (Such a College would depend heavily on telecommunications, and the participation of specialists and experts in each field).

1. Favor 68
2. Oppose 30
3. 3

89) Do you favor or oppose the creation of ONE INSTITUTION responsible for education* (elementary, secondary, college and community) in Alaska, with the AUTHORITY to utilize all resources, allocate resources, and coordinate the entire system based upon the overall plan, or, do you prefer to leave the elementary and secondary education in the four existing systems, and higher education in its various university and community college systems?

1. Favor 32
2. Oppose 62
3. 6

*None of this is to suggest the loss of local control of schools, or the powers of school boards, which would be left as is.

Do you agree (with Wagstaff, Angell, etc.) that

AGREE DISAGREE UNSURE

90)	a)	There is an inequity in sentencing based upon race (in which blacks and natives get longer sentences than whites for similar offenses)	1	2	3
91)	b)	That there is an inequity in criminal justice resource expenditures which favors the urban dweller and disfavors the rural resident)	1	2	3
92)	c)	That plea bargaining should be reinstated	1	2	3
93)	d)	That one agency in the state (not two or three) should be given responsibility for the administration of justice in Alaska	1	2	3

- 13 1. less than 10 years
25 2. 10-20 years
27 3. 20-30 years
33 4. over 30 years
2 5
- 95) Occupation (please state) _____
- 96) Last level of education achieved:
- 11 1. HS diploma
35 2. Some college
10 3. College degree
20 4. Post graduate work
24 5. Postgraduate degree (MA, Phd, etc.)
- 97) Race
- 16 1. Indian, Esk mo, Aleut
7 2. Black, Oriental
63 3. Caucasian
7 4. Other _____ (specify)
4 5
- 98) Sex
- 47 1. F
53 2. M
- 99) Age
- 11 1. under 30
42 2. from 30 to 45
47 3. over 45
- 100) Residence
- 33 1. Anchorage
17 2. Fairbanks
10 3. Southeastern
14 4. Southcentral (Kenai, MatSu, railbelt, hiway)
26 5. West (Kodiak, Bristol Bay, etc.) and North (Yukon, Seward Peninsula, Barrow, etc.)

To George
Date 4/27 Time 105
WHILE YOU WERE OUT
M Keith Bush
of Div. of Lec. Audit
Phone 4717

TELEPHONED		PLEASE CALL	
CALLED TO SEE YOU		WILL CALL AGAIN	
WANTS TO SEE YOU		RUSH	

RETURNED YOUR CALL

Message PLEASE CALL
RE: WAGE & HOUR
complaints

Sally Operator

02 097 (Rev. 5/75)

To George
Date 4/27 Time 105
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FUTURE FRONTIERS CONFERENCE

- Delegate Questionnaire -

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- 02) Even though most Alaskans don't actually live the life described in (1) above, is it part of the Alaska dream, as you see it, to subscribe to such a lifestyle?
1. Yes
 2. Somewhat
 3. No
- 03) Do you believe it's realistic to maintain the dream and goals described in (1) above, or do you believe that it is unrealistic to think that anyone can escape the economic consequences of life described in (2) above, no matter where he may live in America or Alaska?
1. Realistic
 2. Unrealistic
- 04) Do you agree that most Alaska Natives are going through a transition from lifestyle 1 to lifestyle 2?
1. Agree
 2. Disagree
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1. Yes
 2. No

- 1. Agree
- 2. Disagree

07) (If so) Do you think they succeed at it, or is it mostly just talk?

- 1. Yes
- 2. No

Do you favor or oppose . . .

FAVOR

OPPOSE

(circle appropriate
number below)

08) Independence (sovereignty as a nation)
for Alaska

1

2

09) Commonwealth (free associated state) for Alaska --
as exists for Puerto Rico and Guam.

1

2

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giving Alaska more sovereign powers over
Alaska lands, resources, etc.

1

2

11) A constitutional convention for Alaska.

1

2

12) If a constitutional convention were to occur, please identify areas where you believe changes
would be warranted:

(write in)

13) And, identify areas where you feel changes are not warranted, but special interests may indeed
try to force change for the whole state?

(write in)

Do you favor or oppose . . .

FAVOR

OPPOSE

(circle appropriate
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to Alaska.

1

2

15) Legal and political efforts to limit jobs, fishing licenses,
etc. to residents of Alaska.

1

2

16) Extension of the residency time requirement
from 1 month back to 1 year in the state

1

2

17) The distribution of state wealth such that residents with
longer tenure in the state receive a larger share than
residents with a short tenure

1

2

- FAVOR
(circle appropriate
number below)
- 18) Economic planning which discourages population growth in Anchorage and Fairbanks and encourages population growth elsewhere 1 2
- 19) Law which insures that All Alaskans will be treated equally in the distribution of state wealth, regardless of any criteria (such as length of residence, age, race, income, health, or other need) 1 2
- 20) A State Constitutional Amendment which guarantees Legislative Representation to rural areas (insuring that no one from Anchorage, for example, winds up representing a resident of Nunapitchik) REGARDLESS of the one-man, one-vote apportionment system 1 2

Do you favor or oppose a generalized state policy which:

FAVOR OPPOSE
(circle appropriate
number below)

- 21) Encourages rural economic development even if it means increased population in the rural areas (people from the lower '48 drawn to Alaska's rural areas) 1 2
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- 23) Encourages both of the above through the allocation of funds in the capital improvements budget of the state, the state operating fund, and the permanent fund (including the windfall surplus) 1 2
- 24) Ten years ago, it was argued that "the conveyance of 40 million acres and one billion dollars to Alaska's Natives will make all Alaska wealthier -- it's for the good of all the state, not just the Natives," or words to that effect. In your opinion, has it worked out that way?
1. Yes
 2. Somewhat
 3. No
- 25) Should the state manage its lands COOPERATIVELY with Alaska Natives and the federal government in Alaska? Or should each interest develop its own plan for land use without inter-dependence on the other?
1. Yes
 2. No

state would be putting 100% of revenue from economic development in all villages, and the Natives would be exchanging lands near Alaska urban centers for restoration purposes?

1. Yes
2. No

27) Is the state . . .

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28) Of the state's total allotment (103.5 million acres) how much should be distributed, disposed or sold to Alaska residents?

_____ (specify No. of acres)

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1. Limited to Alaska residents from the hunting area only, upon payment of the fee;
2. Limited to any Alaskan resident who pays the fee;
3. Limited to any American citizens who pays the fee;
4. Limited to anyone who pays the fee

In terms of oil and gas development,
do you favor or oppose . . .

FAVOR (circle appropriate
number below) OPPOSE

30)	a state investment in the gas pipeline.	1	2
31)	state ownership of the gas pipeline	1	2
32)	the Beaufort sea lease sale	1	2
33)	more oil and gas lease sales	1	2
34)	state purchase of an interest in the oil pipeline	1	2
35)	oil and gas exploration in southwest Alaska, near the low-income center of the state	1	2
36)	Direct state investment in oil and gas exploration on state-owned lands.	1	2

How would you rank public investment in facilities (such
as airports, docks, roads, buildings, etc.) which
would stimulate economic development in . . .

RANK 1 TO 10

37)	oil and gas development	1	2	3	4	5	6	7	8	9	10
38)	petrochemical plant construction	1	2	3	4	5	6	7	8	9	10
39)	tourism	1	2	3	4	5	6	7	8	9	10
40)	agriculture	1	2	3	4	5	6	7	8	9	10
41)	bottom fisheries	1	2	3	4	5	6	7	8	9	10
42)	other, traditional fisheries	1	2	3	4	5	6	7	8	9	10
43)	new town construction, the housing industry	1	2	3	4	5	6	7	8	9	10
44)	timber, logging	1	2	3	4	5	6	7	8	9	10
45)	power projects (water, solar, thermal, etc.)	1	2	3	4	5	6	7	8	9	10
46)	major mining ventures (coal, etc.)	1	2	3	4	5	6	7	8	9	10

for local government? Or does new priorities exist the place of this "bottomfish" activity?

1. Yes, use same way
2. No, new priorities

48) Presently, the state receives about half its oil and gas revenues from royalties and bonuses (these include the income from the portion of oil the state OWNS), and about one half its oil and gas revenues from oil taxes (the severance tax and other oil taxes). It is the policy of the state to put 1/8th of all these revenues into the PERMANENT FUND. The question is, should this be left at 1/8th or increased?

1. leave at 1/8
2. increase to 1/4
3. increase to 1/2
4. other: _____ (specify)

How would surplus revenues best be used in Alaska (please rank the following)

RANKING 1-5

- | | | | | | |
|-----|---|---|---|---|---|
| 49) | to offset the effects of eliminating the state personal income tax 1 | 2 | 3 | 4 | 5 |
| 50) | to help develop Alaska Resources Inc. (as in M. Bradner) 1 | 2 | 3 | 4 | 5 |
| 51) | to help develop an AGSOC (as proposed by M. Gravel). 1 | 2 | 3 | 4 | 5 |
| 52) | as a low-interest loan guarantee bank to offset high interest rates for Alaska residents 1 | 2 | 3 | 4 | 5 |
| 53) | to "leverage" other state funds, bonds, and so on, thus stretching the state's financial capability in various respects (as in D. Rose) 1 | 2 | 3 | 4 | 5 |
| 54) | to invest the money wherever it makes the highest profit, even if that means investing OUTSIDE. 1 | 2 | 3 | 4 | 5 |
| 55) | Do you agree that the highest priority use for oil and gas revenues is investment in public facilities to anticipate bottomfish development in Alaska, or do you feel that some other project or activity has a higher priority? | | | | |
| | <ol style="list-style-type: none"> 1. Bottomfish development 2. Other project or activity | | | | |
| 56) | (And if so) Name it: _____ | | | | |
| 57) | Should a comprehensive statewide plan for bottomfish be developed in which communities will be strategically and efficiently selected for highest and best use in terms of dock and harbor development, or should each of the communities interested in bottomfish facilities development compete for existing funds in the hope that they will be the site of such eventual economic activity? | | | | |
| | <ol style="list-style-type: none"> 1. Yes, statewide plan 2. Each community complete 3. Unsure | | | | |
| 58) | Should funds provided by the state for fishery development statewide include a low-interest loan provision for Alaskan resident fishermen to use for improvement or purchase of the equipment needed to maximize their effectiveness in new, technologically complicated fisheries operations? | | | | |
| | <ol style="list-style-type: none"> 1. Yes 2. No 3. Unsure | | | | |

- 58) Alaska international service 1 2 3
- 60) Air service from major cities like Anchorage and Fairbanks to other smaller Alaska communities in Southeast and the west 1 2 3
- 61) Air service from small villages with no road and little or no ferry/boat transportation to regional centers or small Alaska cities 1 2 3
- 62) Should the state prepare a statewide transportation plan which integrates all transportation systems and provides a comprehensive, efficient means for getting from one place to another in Alaska at the most economical cost and by the most convenient means?
1. Yes
2. No
- 63) (And, if so) Should the state create one agency to administer and regulate the plan?
1. Yes
2. No

In anticipation of rural resource economic development (in oil and gas, mining, bottomfish and other fish industry product) how would you rank the following planning areas in terms of priority:

RANKING 1 - 5

- | | | | | | | |
|-----|--|---|---|---|---|---|
| 64) | pipeline corridor planning | 1 | 2 | 3 | 4 | 5 |
| 65) | railroad corridor plans. | 1 | 2 | 3 | 4 | 5 |
| 66) | road construction plans. | 1 | 2 | 3 | 4 | 5 |
| 67) | dock and harbor improvements or construction plans. | 1 | 2 | 3 | 4 | 5 |
| 68) | airport improvement or construction plans. | 1 | 2 | 3 | 4 | 5 |

How would you prioritize the following transportation projects :

RANK 1 - 6

- | | | | | | | | |
|-----|--|---|---|---|---|---|---|
| 69) | Full year maintenance of the North Slope Haul Road. | 1 | 2 | 3 | 4 | 5 | 6 |
| 70) | Construction of railroad links to create a trans-continental link from interior Alaska to midwest USA | 1 | 2 | 3 | 4 | 5 | 6 |
| 71) | Construction of road links to create a linkage of Southeastern communities to the Canadian Highway system, and thus points north in Alaska as well. | 1 | 2 | 3 | 4 | 5 | 6 |
| 72) | Improvements to the existing inter-Alaska community road network. | 1 | 2 | 3 | 4 | 5 | 6 |
| 73) | Alaska purchase of the federally-owned Alaska Railroad. | 1 | 2 | 3 | 4 | 5 | 6 |
| 74) | Improvements to the existing intra-Alaska community road network. | 1 | 2 | 3 | 4 | 5 | 6 |
- 75) To maintain common purpose and understanding among the people of Alaska, and to insure control for the state government by the people dispersed through the great landmass of the state, do you prefer expansion of TRANSPORTATION or COMMUNICATION facilities?
1. Transportation
2. Communications
3. Both

...and ... and ... a ... minimum ... of the state ... of the transportation mode?

1. Yes
2. No

- 77) Do you favor augmenting telecommunications facilities, teleconferencing with state government, public surveys, a state survey research information bank, television town meetings, and the like, for the purpose of creating an improved bond, or linkage, between the people of Alaska and the state government decision-making system (including the executive, the Legislature, and the courts).
1. Favor
 2. Oppose
- 78) Do you foresee the possibility of using such an augmented telecommunications system so as to avoid the need for moving the state capitol to a centralized location in Alaska? (In other words, do you believe that it is possible to achieve through telecommunications techniques the kind of citizen participation and control which instigates the proponents of the capitol move; or is telecommunications technology incapable of delivery of such a participatory system?)
1. Yes
 2. No
- 79) Should the state encourage and loan money for efficiency machinery, with the understanding that this COULD discourage employment in the fisheries, both on vessels and shore-based?
1. Yes
 2. No
- 80) Should the state loan agencies be combined to concentrate all state loans to individuals under one state agency or division?
1. Yes
 2. No
- 81) Should the State organize the unorganized borough in Alaska (re, Gillian Smythe), map the unorganized areas, assess the property, analyze the revenue in the area, prepare the legislation and assist with funding the new government as it's needed?
1. Yes
 2. No
 3. Other _____ (comment)
- 82) Do you believe that the concept of permitting private educational vendors -- certified private interests which deliver education to buyers at a certain price -- ought to be instituted in Alaska?
1. Yes
 2. No
- 83) Would you expect such a private/public mix of educational systems to provide a better product in the long run for Alaskans, or not?
1. Yes
 2. No

1. Yes
2. No

Which of the following purposes of education should receive the highest priority for state government education systems:

RANK 1 - 3

- | | | | | | |
|-----|-----|--|---|---|---|
| 85) | (1) | Education leading to employability, work, jobs | 1 | 2 | 3 |
| 86) | (2) | Education leading to an enjoyment of the quality of life, satisfaction and use of leisure (or retirement) time | 1 | 2 | 3 |
| 87) | (3) | Education for itself (simply to provide literate, able members of society who can move smoothly in it and through it). | 1 | 2 | 3 |

- 88) Do you favor or oppose the creation of a statewide non-campus based, non-traditional College of Alaska to meet the wide variety of needs not currently met by existing, traditional institutions? (Such a College would depend heavily on telecommunications, and the participation of specialists and experts in each field).

1. Favor
2. Oppose

- 89) Do you favor or oppose the creation of ONE INSTITUTION responsible for education* (elementary, secondary, college and community) in Alaska, with the AUTHORITY to utilize all resources, allocate resources, and coordinate the entire system based upon the overall plan; or, do you prefer to leave the elementary and secondary education in the four existing systems, and higher education in its various university and community college systems?

1. Favor
2. Oppose

*None of this is to suggest the loss of local control of schools, or the powers of school boards, which would be left as-is.

Do you agree (with Wagstaff, Angell, etc.) that . . .

AGREE DISAGREE UNSURE

- | | | | | | |
|-----|----|--|---|---|---|
| 90) | a) | There is an inequity in sentencing based upon race (in which blacks and natives get longer sentences than whites for similar offenses) | 1 | 2 | 3 |
| 91) | b) | That there is an inequity in criminal justice resource expenditures (which favors the urban dweller and disfavors the rural resident) | 1 | 2 | 3 |
| 92) | c) | That plea bargaining should be reinstated | 1 | 2 | 3 |
| 93) | d) | That one agency in the state (not two or three) should be given responsibility for the administration of justice in Alaska. | 1 | 2 | 3 |

94) Length of residency in Alaska

1. less than 10 years
2. 10-20 years
3. 20-30 years
4. over 30 years

95) Occupation (please state) _____

96) Last level of education achieved:

1. HS diploma
2. Some college
3. College degree
4. Post graduate work
5. Postgraduate degree (MA, Phd, etc.)

97) Race

1. Indian, Eskimo, Aleut
2. Black, Oriental
3. Caucasian
4. Other _____ (specify)

98) Sex

1. F
2. M

99) Age

1. under 30
2. from 30 to 45
3. over 45

100) Residence

1. Anchorage
2. Fairbanks
3. Southeastern
4. Southcentral (Kenai, MatSu, railbelt, hiway)
5. West (Kodiak, Bristol Bay, etc.) and North (Yukon, Seward Peninsula, Barrow, etc.)

File
March 4, 1980

The Honorable George Hohman
State Senate
Pouch V
Juneau, Alaska 99811

Dear Senator Hohman:

The staff of the Department of Fish and Game has reviewed the fishery related recommendations of the Conference on Alaska's Future Frontiers. Our comments on each of these recommendations are as follows:

ALPHA GROUP

Fisheries Recommendation #1 "Encourage and support the best possible harvest, transportation, and care techniques for all its multiple fisheries."

Fisheries Recommendation #3 "Initiation of the most advanced systems of quality production, control, transportation, and storage of fishery products."

A good quality product is essential to success in the marketing of fish. Fish from Alaska have on occasion had a poor reputation for quality. If Alaskan fish products are to compete in domestic and world markets, only fish of the highest quality should be offered for sale. This is particularly true in the case of salmon where competition for markets is intense due to increasing harvests in Japan and Canada, our major competitors for the world salmon market.

Fisheries Recommendation #2 "Readiness for complete harvest and best utilization of all State fishery products."

Readiness for complete harvest of the available fishery resource implies construction of vessels and production facilities capable of handling the catch in even extremely good years. It is not sound enterprise to capitalize for peak years. The best use of capital would be to provide for the capability to catch and process the harvest in most years. During peak years, such as is expected for the Bristol Bay salmon runs this year, special arrangements can be made by industry to utilize all of the available resource.

In Alaska's established fisheries, salmon and crab, there exist ample harvesting and processing capacities to accommodate the harvests during most years. It is the underdeveloped groundfish fisheries which need extensive investment in order to harvest the available resource. However, investment

in vessels and processing facilities is only one element necessary for complete harvest and best utilization of the State's bottomfish resources. Markets must be developed simultaneously with the capacity to produce products from the groundfish fishery. Any investment by the State in underdeveloped fisheries must be closely coordinated with efforts to create markets for the product.

Fisheries Recommendation #4 "Make every effort to train persons in the technical skills necessary to operate in a modern fishery."

Adequate training for the fishermen and processing personnel of the fishing industry is a worthy goal of the State's fishery development program. The institutional framework to provide this kind of training already exists through the University of Alaska Sea Grant Program, the University of Alaska Extension Service, local high school and community college programs, and the Alaska Fisheries Development Foundation. The adequacy of existing programs and their funding deserves some review by the Legislature to insure that the maximum potential of these programs is realized, and so that unnecessary duplication of services does not result.

DELTA GROUP

Recommendation #22 "Stimulate the rapid development of on-shore processing facilities and Alaska-based vessels with development of the bottomfish industry utilizing all of the State's investment and regulatory tools including but not limited to:

- A. Loans for fishermen and processors;
- B. State bonds for construction of ports and harbors; and
- C. Promoting a marketing association to develop world markets for Alaska seafood products."

The Department supports this recommendation. The long term economic benefit to the State will accrue from the use of its renewable resources. Investment in the development of the renewable resources is an appropriate mechanism to ensure long term returns on the income derived from non-renewable resources.

Recommendation #23 "Establish strict quality control for all Alaska seafood products."

As stated above for a similar recommendation by the Alpha Group, the Department acknowledges the importance of high quality standards for Alaska fishery products in order to compete in world markets.

Recommendation #24 "Encourages the legislature to investigate the possibility of establishing a policy that would restrict foreign ownership and control of the Alaskan seafood processing industry."

Widespread investment in Alaska's seafood processing industry by foreign corporations has provided much-needed capital during years of low profitability. However, there is now a potential for these foreign corporations to attempt

to protect their investments in their high seas groundfish fishing fleets by stifling the development of a domestic groundfish industry. If the State can encourage the development of a domestic processing industry, the influence of foreign interests can be reduced. An expanded domestic fishing industry would return greater benefits to Alaska because much less of the revenue would go out of the State. The Department would endorse a study of the feasibility of promoting domestic ownership and control of the seafood processing industry.

Recommendation #25 "Support a substantial federal exploitation tax to be levied on foreign vessels fishing and processing in the American 200-mile zone."

Foreign fishermen fishing in the Fishery Conservation Zone must pay a permit fee and a poundage fee. The permit fee is about \$200 per vessel. The poundage fee is equal to 3.5% of the U.S. ex-vessel price of fish allocated to each foreign nation. It is doubtful whether a 3.5% surcharge on the foreign harvests off Alaska is sufficient to offset the marketing advantage of the foreign fish companies due to their cheaper labor and established marketing channels. The poundage fee may have to be increased before domestic fishermen can compete in world markets on equal footing with the foreign companies selling fish caught in American waters. If the revenue collected from fishing fees can be allocated to pay for expanded management programs on groundfish, then an additional benefit would be derived from these fees.

The U.S. Department of Commerce is currently reviewing its procedures for assessing foreign fishing fees. If the State of Alaska has reasons to support higher fees for fishing off Alaska, then now would be an opportune time to make such a recommendation. The Department of Fish and Game recommends that these revenues from fees be shared with the States in the same manner as Forest Services timber sale receipts and federal oil and gas rents.

EPSILON GROUP

Fisheries "The Epsilon Group recommends that the legislature adopt fisheries as its highest priority..."

Far be it from us to recommend without bias a legislative priority for fisheries, but there is a desperate need for the State to increase its expenditures for fisheries management and research. The need for additional funding is documented in the Governor's FY81 budget now before the Legislature. We particularly wish to emphasize the need to fund research and management of developing fisheries both to assure their continued productivity and to preclude having to take funds from management of existing fisheries to meet new demands.

Fisheries "The Epsilon Group recommends... that the State increase its jurisdiction over fisheries activities to include the entire 200-mile limit."

Historically the State of Alaska has exercised an implicit jurisdiction over the fisheries of Alaska regardless of how far off-shore they occurred. With the passage of the Fishery Conservation and Management Act, the State's extended jurisdiction has become suspect due to the threat of Federal pre-emption of the State's authority beyond three miles. The Department is the primary expert on the fisheries of Alaska because of its proximity to the fisheries and its

TO: Honorable George Hohnen
Alaska State Senate

DATE: February 14, 1980

FILE NO:

TELEPHONE NO:

FROM: Marshall L. Lind
Commissioner of Education

SUBJECT: Future Frontier Recommendations

A review of the group recommendations concerning education reported out of the recent Future Frontier Conference revealed that the recommendations fall into several main categories. Therefore, our response will be found in these categories rather than item by item.

I. Telecommunication

Several groups recommended an expansion and increased use of a telecommunication network for education and other public uses. Our response to these recommendations are contained in our response to Senate Concurrent Resolution 35. I believe that positive action on this report would meet the spirit of the Future Frontier participants' recommendations.

II. Vocational and Technical Education (Reference attached statements for additional information)

Participants' recommendation to increase support of secondary vocational education would be accommodated by positive action on the Governor's amendment to SB 199, which, among other things, reworks the vocational education foundation schedule to increase vocational education program funds of the district level.

Increased state support for adult (out-of-school) Alaskans could be achieved in a variety of ways: more direct state block grant or direct appropriation to community colleges and skill centers, an adult foundation formula for school districts as well as the university system; or tuition waivers for adult Alaskans are several funding methods which have been proposed. To date, no one plan has been universally endorsed. The Legislature may wish to propose a study of funding alternatives in this area if it wishes to pursue the recommendations of both the Future Frontier Conference and the earlier forum.

III. Special Education

Again, the recommendation for increased funding for both handicapped and gifted students, would be accommodated by the Governor's amendments to SB 199, which reworks the current special education foundation schedule to provide increased program funds to local districts.

The recommendation for improved programming for special students is receiving attention from the department as we develop program standards. Under current administrative funding for the department, we will be able to develop standards in one or two program areas (i.e., blind, deaf, gifted, etc.) per year. However, again the Governor's amendments to SB 199 call for the development of program standards in all areas and will contain a fiscal note to fund this activity.

IV. Bilingual Education

The conference participants called for increased support for bilingual/bicultural education. With the exception of a minor reworking of the bilingual foundation schedule to accommodate higher costs for districts with multiple language groups, the current foundation support to schools appears adequate. The minor revision is again contained in the Governor's amendments to SB 199.

V. General State Aid to School

Several groups called for full state funding of education costs. Again, amendments to SB 199 would allow for 100% state funding of basic needs while still requiring some local effort in city and borough school districts. Since the equalization scheme outlined in the amendments to SB 199 appears to adequately take into account differences in local tax wealth, the department would support this system over full state funding.

VI. Other Program Areas

The conference participants specifically named several areas as needing additional support: health education, adventure-based education, small high schools and legal education.

With the exception of adventure-based education, which is a high cost/high effective alternative to regular high school programs, the Department believes that local districts will have, through the proposed revision to the foundation program, adequate financial means to support educational programs to meet local needs. Therefore, we would not recommend specific state funding for health education, legal education or small high schools.

If the state wishes to expand adventure based education, however, additional resources will need to be made available. If the state is to realize the full benefits of adventure-based education both as an alternative and as a means of making the regular secondary program more relevant to Alaskan youth, it is our recommendation that funds for such programs be made available to local school districts on a grant basis rather than to a state agency.

VII. Miscellaneous Recommendations

The conference participants made several recommendations which do not readily fall into the above categories. These will be responded to on an individual basis.

A. Two-step Teacher Certification

During 1979, the State Board of Education prepared such a two-step certification process in an attempt to assure that teachers in Alaska had knowledge about the unique conditions and cultures of the State. Widespread adverse public comment (over 400 responses to the proposed regulations were received) caused the Board to withdraw the proposed regulations.

B. Mandated Class Size

The conference participants recommended a mandated maximum class size at the elementary school level. As this is a local problem, differing in severity among districts around the state, the Department recommends that the responsibility for determining class size continue to rest with the local school board. Again the proposed amendments to SB 199 could help alleviate this problem which appears to exist only in some of the larger urban centers, by increasing the amount of funds available at the elementary school level.

C. Education for Minority Students

The conference participants recommend that special consideration be given to minority students through program development and teacher preparation to enable such students to achieve at grade level. At present, there is no special foundation support for English-speaking minority students although various federal categorical funds for such purposes are being utilized in the state. The legislature may wish to address this concern through a state funded counterpart of the federal compensatory education program or through revision of the current foundation program which would extend additional funds to districts for all educational programs. Such additional funds, depending on local need, could be directed to specific programs for under achieving minority students.

The concern for adequate teaching preparation to include knowledge and skills necessary to teach across different cultures is also spoken to in more general terms elsewhere in the report.

February 14, 1980

Currently, the Department of Education is working on Alaska standards for teacher preparation programs. Course work and experience in cross cultural education will undoubtedly be considered as part of these standards. In the future, University teacher training programs may require additional state support to come into compliance with these and other Alaska standards.

If you have questions concerning any of the above comments, please do not hesitate to contact me.

Attachment

Fisheries and Communications

In the fisheries area, there are currently two Federal Vocational Education Grants designed to develop, expand and coordinate fisheries education in new or emerging occupational areas. These grants are being conducted through the Southeast Regional Resource Center and Kodiak Community College.

A state level fisheries committee is being organized to examine fisheries education across the state from the elementary, to adult and college education levels. The Committee will be looking at what currently exists, what needs to be done first, and how to go about doing it.

A grant has also been received by the Department of Education for a full-time fisheries education position. The responsibility of this position will be to work with all agencies to develop and implement fisheries education programs.

Communications Education consisting of radio and television programs have been developed at Dillingham and Yakutat for high school students.

These were developed with state vocational foundation monies at the local level. State vocational dollars can be used for developing programs in any vocational area as the district desires, although most of these dollars are used to continue existing programs rather than implementing new ones. There are no state vocational grant funds and limited federal dollars for developing new programs.

Adult Continuing Education

Areas of the Future Frontier report with which the Adult and Continuing Education Unit is particularly concerned are placement, fisheries, life coping skills and adult basic education. Our recommendations follow:

1. PLACEMENT

We feel that job placement should be centralized through one institution, such as the Skill Center if operated on a statewide basis, there should be a unit that serves all institutions. If approached by too many agencies wishing job placement for their graduates, industry would find it not worth its while to coordinate the many requests. One agency in the state should coordinate the requests and allow industry to devote its time to creating the positions.

2. FISHERIES

A number of fisheries education activities are occurring throughout the state, such as the Governor's demonstration projects, Alaska Fisheries Development Foundation training, Alaska Skill Center's ship construction, rebuilding and repair, and the community college fisheries education programs. In order to provide the most effective use of resources and funds, it is necessary to consolidate the coordination of these activities into one agency. The Adult and Continuing Education Unit has submitted a proposal to the Governor's Office to fund such a position during FY'80 and anticipates that the position and its funding will be approved in its FY'81 budget.

3. LIFE COPING SKILLS and ADULT BASIC EDUCATION

These programs were initially created to help those adults who had not completed high school or who were unable to cope in their everyday life or jobs because they lacked sufficient education. Traditionally, the tests for the high school equivalency certification tests were academically oriented. A movement has begun in the United States to base this test on life coping skills such as balancing the checkbook, cooking measurements, reading and filling out tax forms, etc. Our unit supports this concept and is currently pursuing its use in our program.

Student Exchange Programs

A recent annual survey conducted of 49 school districts verified a continuing and increasing need for career and vocational related experiences that are not available to the student locally. That survey was done by the Rural Student Vocational Program (RSVP), which, since 1970, has been providing rural students with two weeks of "full-time" on-the-job experience in their intended occupational field in Juneau, Anchorage or Fairbanks.

In response to the survey:

- 1) RSVP's student capacity statewide has been increased from 800 to 1000 for FY'81;
- 2) RSVP's purpose is being broadened to also encompass career exploration, occupational areas not traditionally considered "vocational"; short-term intensive training as well as work experience, leadership development, and urban students to rural experiences; and
- 3) RSVP will serve more "special needs" students. Cultural exchange occurs naturally and is a valued by-product of these student experiences. These RSVP "Student Extended Programs" are based in part upon concepts in the Alaska Plan (ADOE, 1975) which proposed turning the entire State into a learning environment where every business, industry and government agency would become a training resource.

In planning for the 80's, thought must be given to expanding the program further if more than 5% of the 20,000 high school students are to be served each year.

The State of Alaska should improve the status of vocational-technical education statewide. Such efforts should be geared not only toward program development and maintenance, but improved employment prediction needs and improved job development and job placement.

Response:

Under P.L. 94-942, Federal Vocational Education funds of up to \$150,000 are available each year for grants to school districts, post secondary institutions, regional resource centers and other eligible agencies for program improvement activities based on the priorities of the Alaska Vocational Education Planning Council (AVEPC).

AVEPC has reaffirmed each year that since federal vocational education funds are so limited, the primary use of these funds would be to help with the start-up costs of new programs for the first and possible second year. After that, state vocational education funds are adequate on the maintenance of this program at the secondary level. Post secondary/Adult programs initiated with federal funds also appear to be continuing once the federal funds are expended.

One area that seems to need a source of funds is equipment maintenance. Vocational programs, primarily in the trade and industrial and technical areas require expensive and well maintained equipment. Since the emphasis is on new programs, federal funds are not available for use in equipment maintenance and would not have much of an impact due to the limited number of dollars available. School districts could use state vocational foundation funds for equipment up-keep and maintenance. Post secondary institutions can include a line-item in their budgets for equipment maintenance. However, at both the secondary and post secondary levels, administrators sometimes do not understand the difficulty or complexity of the equipment and do not fully realize the necessity of maintenance expenditures and often cut this item from their respective budgets which in turn affects the operation of their vocational programs. Another problem cited is that when funds are available there is no one locally or in-state who has the skills to repair the equipment, thus increasing the costs of importing technicians to do the repair. It would be helpful therefore, if a fund were set aside for this specific purpose either from current vocational education foundation support or in addition to such support or a combination of both.

Improved employment predictions in terms of employment demand and occupational supply is one of the areas of concern of AVEPC. The coordination of supply/demand is also one of the responsibilities of the federally funded Alaska Occupational Information Coordinating Committee (AOICC). One of the issues identified by AVEPC for inclusion in the Occupational Preparation Plan reads as follows: "There is an apparent need for supply/demand information but the need has not been systematically identified." AVEPC is working on recommendations, and a plan of action with timelines and possible sources of funding for each of the issues identified in the Occupational Preparation Plan.

Improved job development and job placement is also a priority area of the Planning Council. They have allocated \$100,000 of federal program improvement funds for FY'81 for this purpose. It is anticipated that 4-6 projects will be funded. There are two primary areas of concern that need to be addressed. First, is convincing school districts and post secondary institutions of their responsibilities to ensure that job development and job placement are an integral part of an occupational preparation program. The second, is that there should be centralization of this responsibility so that duplication of services does not occur. Currently school districts do not receive financial or other incentives to assume any responsibility for job placement and job development of their program completers.

Career and Vocational Education

(Attachment)

That the State of Alaska allocate funds for local school districts, for teleconferencing and vocational education, according to a policy other than Average Daily Membership in order that all elementary and secondary students in Alaska might be provided the option of a technical trade appropriate for the 1980's, soliciting counseling from industry.

Response:

Because ADM is an entitlement from State Foundation and block grant funding is competitive, there is guarded support for any move from Average Daily Membership (ADM) funding (categorical funding) of vocational funding to block grant funding. However, the Department of Education is supporting legislation currently being considered by the Legislature for funding the development of agricultural programs. State grant funds for specific purposes could be accommodated within the current funding and planning structure of the Department of Education. State grant funds combined with ADM funding could accommodate changing needs while entitlement maintains the continuity of funding for existing programs.

The Department of Education is assuming that by "soliciting counseling from industry" the participants at the conference meant that employers should be involved in the design and content of local vocational programs. Local school districts or post secondary institutions that use federal vocational education funds are required to have a local vocational education advisory committee. Business and industry representation is a requirement for these committees. The Alaska Vocational Education Planning Council has further required that business and industry as well as other appropriate agencies be involved in the planning and implementation of programs in new and emerging occupations supported in whole or in part with federal funds. These requirements do not now apply to state vocational foundation funds.



Alaska State Legislature

A Conference on Alaska's

FUTURE FRONTIERS

COMMISSION ON THE YEAR 2000

Planning for the next 10 years

February 3, 1981

Mr. T. A. Bradner
Sohio Alaska Petroleum Co.
Juneau, Alaska 99801

Dear Mr. Bradner:

In 1969, following the \$900 million sale of the North Slope oil leases, the Legislative Council of the State of Alaska, in association with the Brookings Institution of Washington, D.C., organized and conducted a series of seminar-workshops under the title of "A Conference on the Future of Alaska." Participating in those seminars were approximately 150 Alaskans drawn from all regions of the state and representing a broad scatter of professional and occupational interests, ethnic and cultural groups, and the representative lifestyles of that time; their mission: to determine the present status of the state, the needs of its people, and the future direction of the state in meeting those needs, developing its economy, preserving its heritage, and assuming its rightful place in the world community. For the first time in Alaska's history, self-determination was a perceptible reality.

In 1979, State Senator George Hohman reconvened a very successful Future Frontiers Conference with approximately 250 participants again representing the State of Alaska. Currently, there are plan to hold a Future frontiers Conference in conjunction with the Commission on the Year 2000. The Commission was established by the Legislative Council, second session of the eleventh Alaska Legislature.

February 3, 1981

The purpose of the Conference will be to review the recommendations of last year's conference and establish further policy goals for the future of Alaska. Topics for consideration include politics, government and law, transportation and communications, health and social services, education, resources, and economic development. Keynote speakers from a list of prominent sociologists, economists, futurists, and authors have been contacted, and we anticipate having the services of two noted lecturers.

Before the convening of the major conference which is planned for March 5, 6, and 7, 1981, there are plans to hold Regional Conferences to assure full representation and participation of all Alaskans. There are seven Regional Conferences planned as follows:

Southeast Region to be held in Ketchikan Feb. 6,7,8

Southwest Region to be held in Bethel Feb. 6 & 7

Interior Region to be held in Fairbanks Feb. 15

Barrow Region to be held in Barrow Feb. 9

Kotzebue/Nome Region to be held in Kotzebue unscheduled

Kodiak/Aleutian Chain to be held in Kodiak Feb. 15

Anchorage Region was held Jan. 24,25

During the transition period of the 12th Alaska State Legislature, the Future Frontiers Conference is faced with a critical lack of funds. Any contributions through either public relations funds or community service grants would significantly assist us in defraying expenses, and are most welcomed. In addition to requesting assistance of funds, the Future Frontiers Conference invites your participation and would appreciate having a resource person to represent your perspective on Alaska's future. Any exhibits or displays consistent with the intent of the conference would be very welcome. We realize this notification affords you little preparatory time and apologize for the inconvenience.

We look forward to your assistance and participation in the Future Frontiers Conference and invite your comments and suggestions.

Sincerely,

Senator George H. Hohman, Jr.

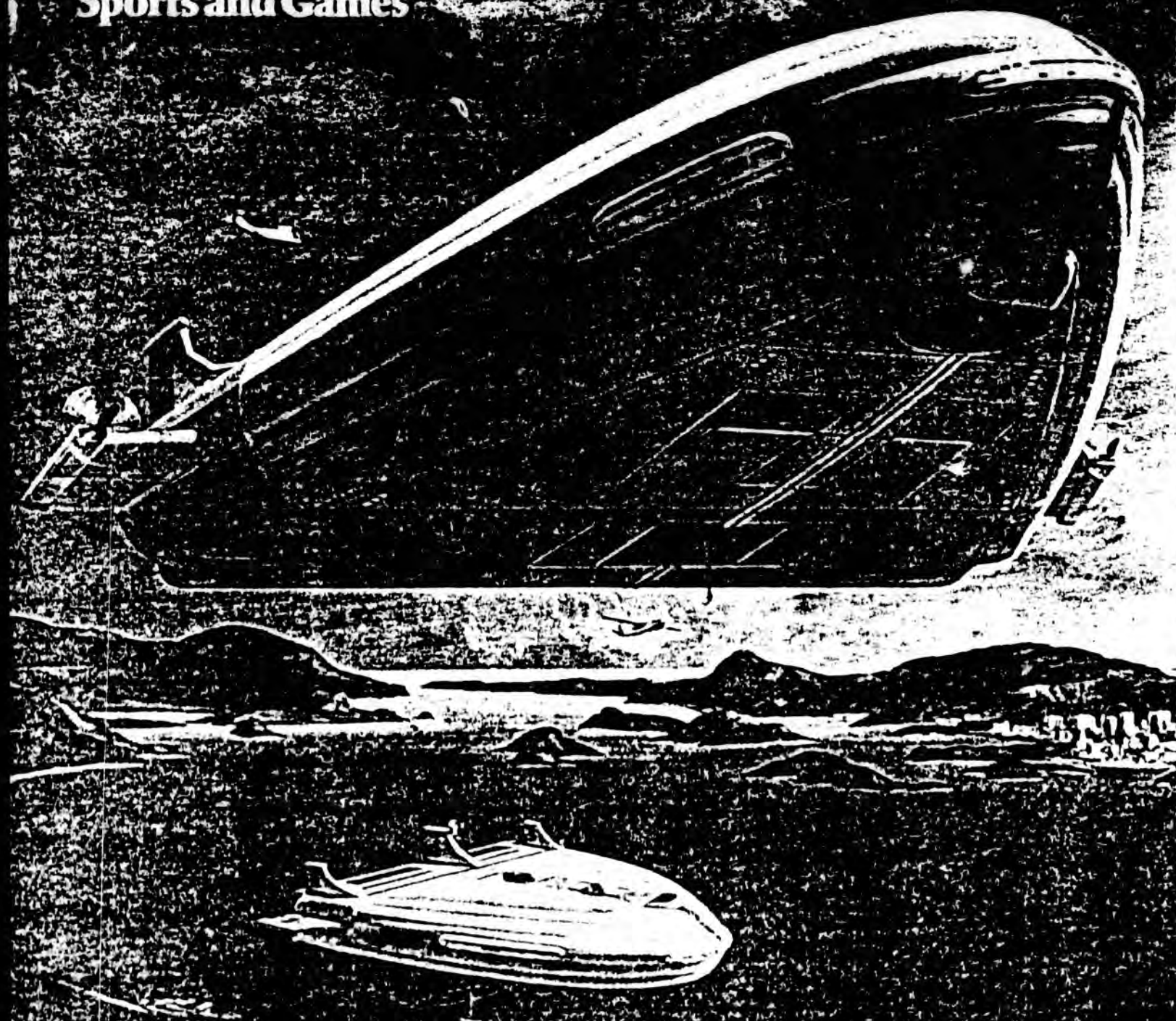
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**Political Parties
in the 1980s**

**Tomorrow's
Sports and Games**



The Return of the Dirigible

AG

11 February 1981

Ms. Elsa Demeska
Administrative Assistant
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Ms. Demeska:

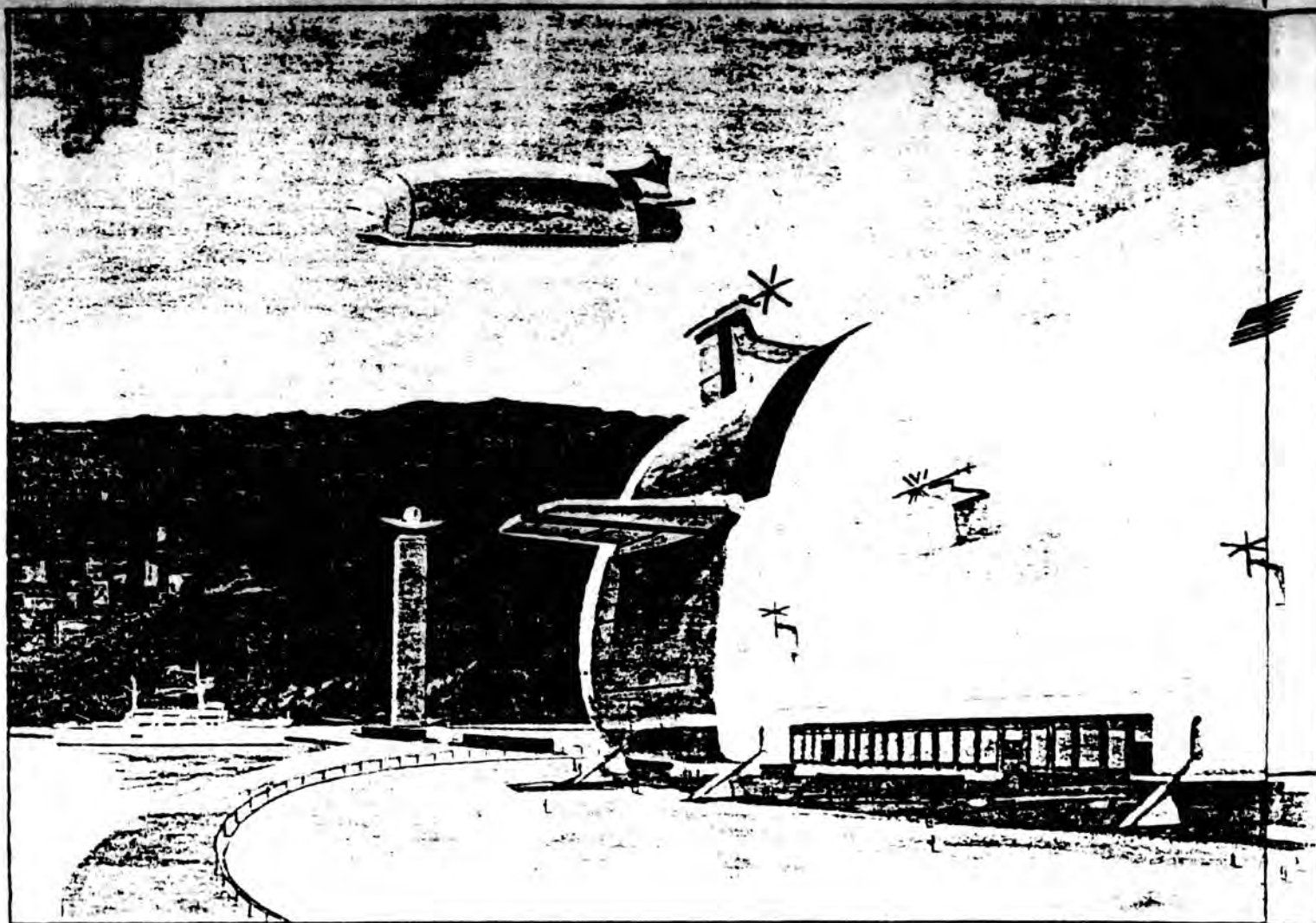
Due to previous commitments, Major General C.F. NECRASON, will be unable to attend the Future Frontiers Conference being held 5,6, and 7 March 1981.

We sincerely appreciate your kind invitation.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lydia E. Garcia".

Lydia E. Garcia
Secretary to The Adjutant General
State of Alaska



by Adam Starchild and James Holahan

With fuel costs becoming an exorbitant burden for today's vehicles, the often maligned dirigible could return to the sky. But the airships of tomorrow will go far beyond their turn-of-the-century counterparts. At lengths of up to a third of a mile, giant dirigibles could become the aerial workhorses of the world.

If you associate the words "blimp" or "dirigible" with a vision of state-ly, slightly comic airships that were forever relegated to history by the *Hindenburg* disaster, think again. The people who believe that lighter-than-air flight has a future are generating some impressive plans.

Consider these possibilities. An airship nearly a third of a mile long takes on a load of natural gas in the Middle East and lifts off for the United States. Elsewhere an airship hovers over strategically crucial waters monitoring the movements of submarines. Over a newly developed part of the world, a huge airship carrying workers, supplies, and heavy equipment slowly descends above a dense jungle.

Though they remain speculative

today, such scenes may be common in the years ahead. Interest in airships has never died out altogether. As technology continues to change and as energy becomes increasingly costly, lighter-than-air transportation could very well come to the fore again.

The Big Payload

Our present methods of transporting goods suffer from a surprising number of inefficiencies and limitations. Tractor-trailer combinations clog the highways, require considerable amounts of fuel, and travel slowly in proportion to the relatively small payloads they carry. Ships carry larger loads, but they are obviously restricted to areas served by waterways. Trains

are often plagued with shortages of cars, and they can reach no farther than places where rails have been laid. Carrier aircraft can move materials rapidly, but only at the cost of vast amounts of fuel. Furthermore, goods moved by airplanes must almost always be transferred to other vehicles before reaching their ultimate destinations.

Can airships used as gigantic carriers of materials overcome some of these limitations? Many people think so. They believe that the airship has several distinct advantages over today's modes of transportation: more speed than either trucks or ships, greater potential capacity than trucks or freight cars, greater fuel economy when compared to conventional aircraft, and far great-

The Return of the Dirigible

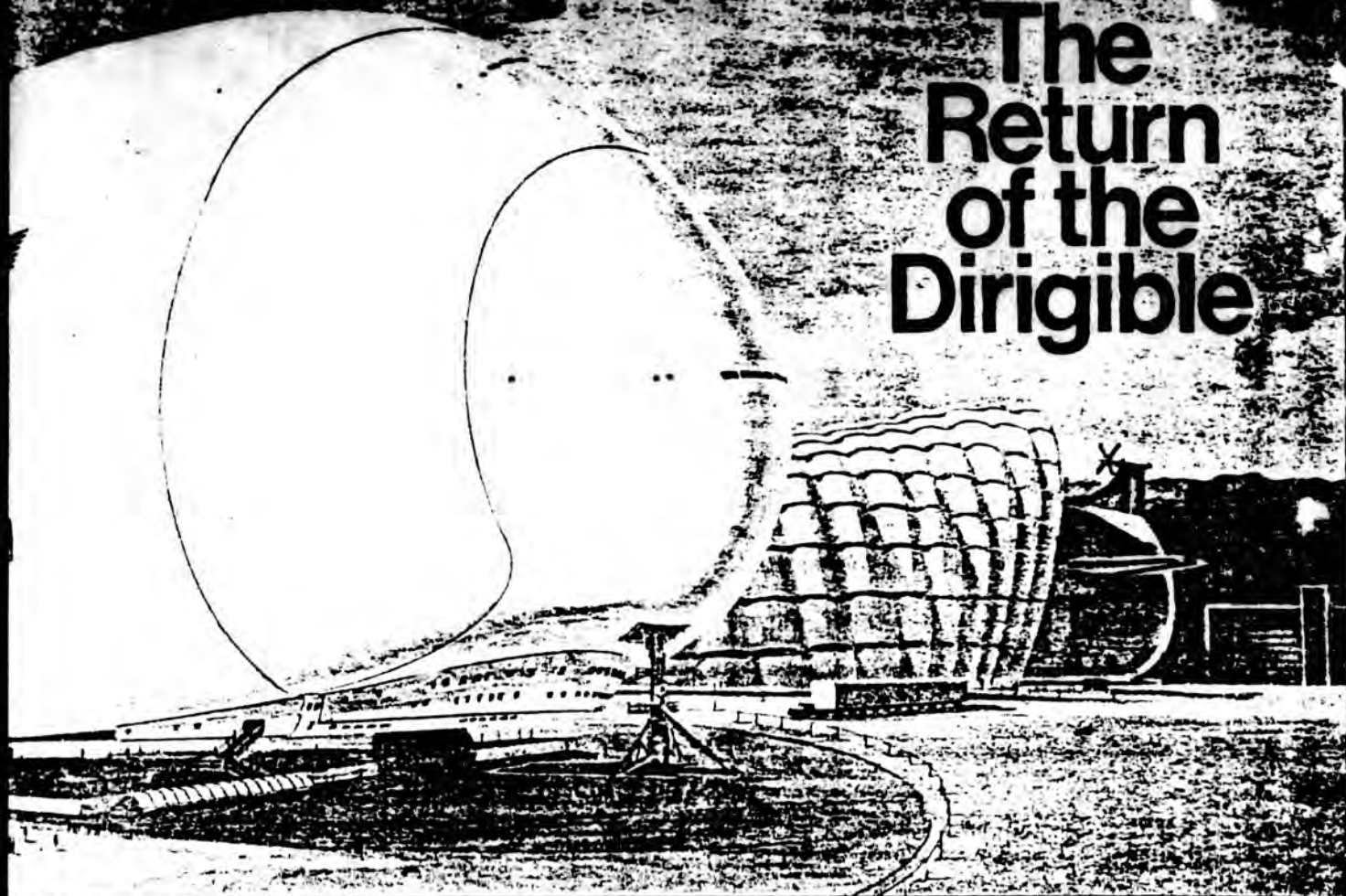


Photo NOAA

er flexibility than any of its competitors.

The notion that airships could transport enormous loads of cargo or large numbers of passengers is not new. Nor is the concept fresh off the drawing board and still in need of extensive field testing. Airships began coming into their own around the turn of the century, in part through technology developed by the German Count von Zeppelin, whose name is still associated with the early dirigibles.

These early airships, however, gained an undeservedly poor reputation with respect to safety, making them less desirable for both military and commercial applications. Even though they amassed impressive numbers of successful flights, carrying both passengers and cargo, the destruction of the *Hindenburg* at a New Jersey landing field in 1937 made them seem far more dangerous than they were.

After the *Hindenburg* disaster, in which 36 of the 92 passengers and crew members were killed, the pro-

duction of commercial airships was virtually discontinued. In recent years, the only successors to the early airships have been the relatively small advertising "blimps." Dirigibles differ from blimps in having a rigid outer shell; blimps collapse when deflated. Hot air balloons, on the other hand, are not technically airships, since they have no propellers or means of controlling their direction.

A New Look

Is it worthwhile to take another look at airships? With the passage of time, technological changes and different economic realities may be placing them in a quite different light.

To start with, many improvements have been made in the materials that can be used for constructing airships. Manufacturers in the United States have developed high-strength, corrosion-resistant alloys for the structures of the hull. New, tough, and durable nylon fabrics, strong enough to provide, with just

Above: An airship capable of carrying a million-pound load takes on its cargo while another prepares to land and a third waits in a hangar. Though airships are most efficient at speeds of only 50 to 120 miles per hour, their immense capacities still make them economically appealing. The airship shown in this drawing is known as the "Helium Horse."

one layer, the "skin" for an airship, are now available. Impermeable synthetic films can be used for lining an airship's gas cells. On-board computers can monitor the weather as well as the overall condition of the ship. Perhaps most importantly, at least in the popular mind, the use of helium gas has overcome the problems once posed by highly flammable hydrogen.

In the area of fuel conservation, the airship has some of its greatest advantages. Because of its buoyancy, the fuel cost of getting and keeping the airship aloft dwindles to almost nothing. Conventional aircraft, not being lighter than air, need considerable thrust to get off the ground. They must employ a powered aerodynamic lift, in con-

"Because of its buoyancy, the fuel cost of getting and keeping the airship aloft dwindles to almost nothing."

trast to the airship's buoyant aerostatic lift.

Once aloft, the energy an airship uses for propulsion is dramatically less than what conventional aircraft need. In fact, the first mechanically driven airship (circa 1852) was a 143-foot craft propelled at a speed of about six miles an hour by a three-horsepower steam engine!

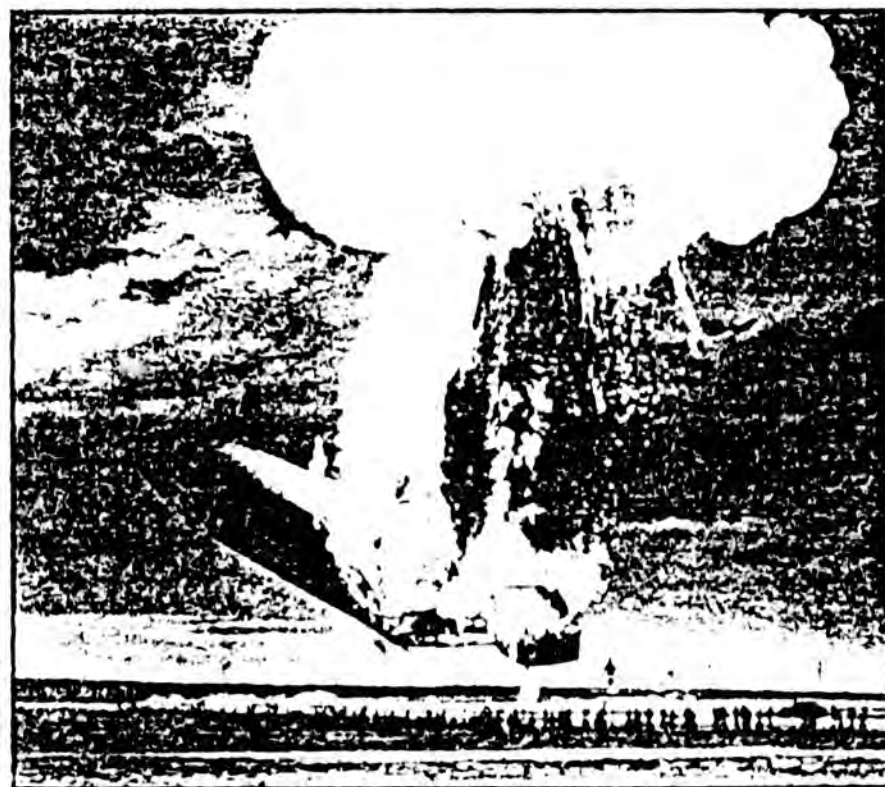
The advantages of fuel conservation are, of course, somewhat offset by the lower operating speed of the airship, which presently has an efficient cruising speed of between 50 and 120 miles per hour. However, because airships can be designed to carry payloads weighing as much as 500 tons, they would still be economically efficient. In theory, changes in design could coax higher speeds out of future airships. But fuel consumption increases disproportionately as speeds begin to exceed the optimum range.

The kind of landing site an airship requires gives it another advantage.



Photo: Goodyear

One of the Goodyear Corporation's three blimps circles the city of Houston, Texas, just before dusk. Blimps, which differ from dirigibles in not having a rigid internal structure, are the only airships that have flown since the *Graf Zeppelin II*, sistership to the *Hindenburg*, was demolished at the beginning of World War II.

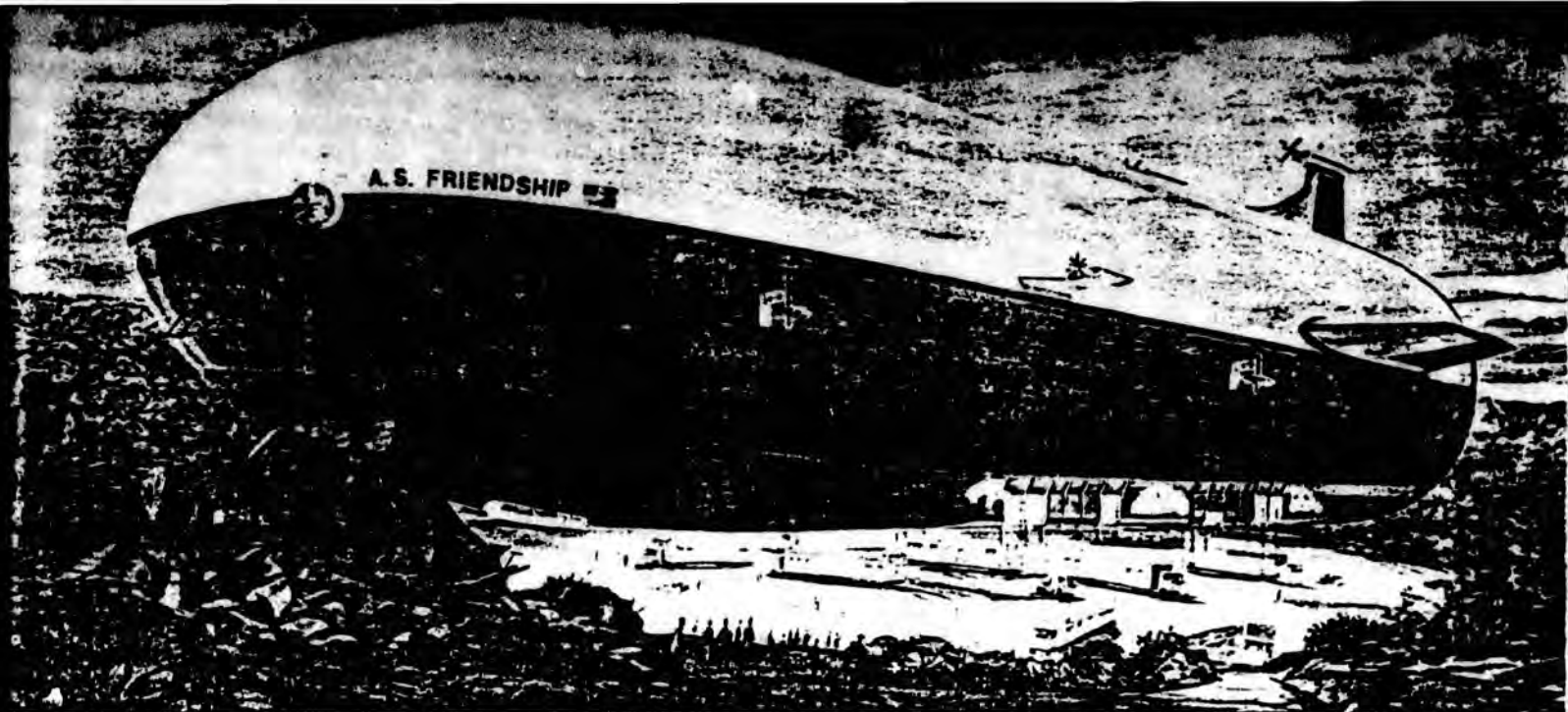


The *Hindenburg* exploded on May 6, 1937, while landing at its American port in Lakehurst, New Jersey. Of the 92 people aboard the dirigible, 36 perished. Future airships would use inert helium gas for buoyancy rather than the highly flammable hydrogen gas that caused the *Hindenburg* disaster.

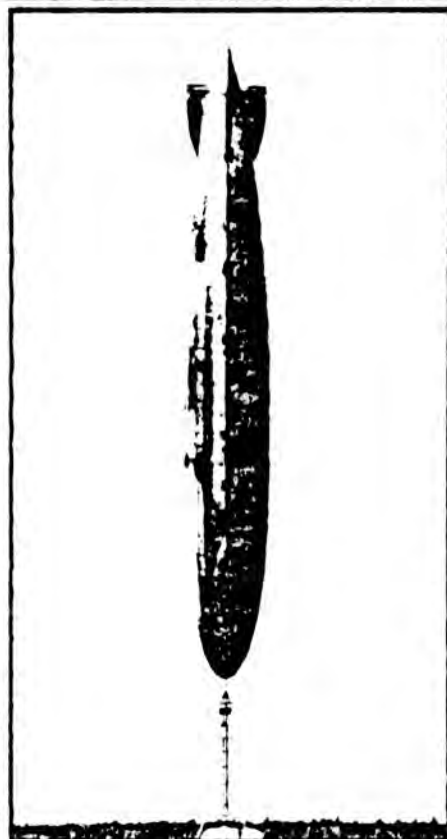
Since an airship can rise or descend vertically, it does not need long runways for take-offs and landings. Once airborne, the airship needs a clear approach; on the ground, however, all it needs is level terrain—such as any ordinary field could provide. The space should be about twice the length of the craft to permit movement around a mooring mast.

The Efficiency Factor

Naturally, a nuclear-powered airship would enjoy immensely increased efficiency. Of course, any discussion of nuclear-powered airships must take place within the more general framework of nuclear power's overall risks and gains; but some experts feel that the nuclear-powered airship should one be developed, has a number of built-in safety features. The buoyancy of the airship significantly decreases the chance that an accident would cause an atomic disaster because the large space inside the hull would act as a cushion for the reactor. In the case



A mammoth dirigible unloads supplies going to relieve a nearby disaster. Because airships can rise or descend vertically, they can land in any clear space. In this drawing, the airship is hovering slightly above the ground as its crew lowers tractors and trailers using winches.



USS *Los Angeles* "kites" as a cold front moves across its mooring mast in a picture taken on August 25, 1927. Airships of the future could dwarf even the behemoths of the past. Some designs call for lengths of up to 1,500 feet and volumes of as much as 100 million cubic feet (the *Hindenburg* had a volume of 7 million cubic feet).

of a mid-air collision or a crash, the reactor, tucked away inside the hull, would be cushioned by springs. Theoretically, this would keep the reactor from rupturing and producing a radiation hazard.

The claims made for a nuclear-powered airship are impressive. In



Nuclear-powered airships could circle the earth repeatedly without refueling. This cutaway diagram of a design developed at Boston University shows the nuclear power plant (exaggerated in size for clarity) and the living and working quarters within the dirigible.

one preliminary design for a 12.5-million-cubic-foot airship (one about twice the volume of the *Hindenburg*), the entire atomic power plant would weigh about 60 tons, a nominal percentage of the airship's capacity. A conventionally powered airship of the same size would have to carry this much weight in fuel alone.

If absolute safety could be guaranteed, the nuclear-powered airship could become the cargo workhorse of the world. Using present reactor designs, such an airship could circle the world repeatedly without refueling.

The potential size of future air-

ships is staggering. Present airships — or the relatively few that exist — are generally between 150 and 300 feet in length. Experts think, however, that lengths of 1,200 to 1,500 feet, with interior spaces as large as 100 million cubic feet, are possible. Many believe that such sizes must be the goal if airships are to become commercially feasible.

Combining flexibility and range with enormous payload capacities, giant airships could alter today's whole system of moving materials. Such airships could haul huge loads of the kind that conventional carriers now find economically unfeasible. These airships could fly over

Photos: National Oceanic and Atmospheric Administration

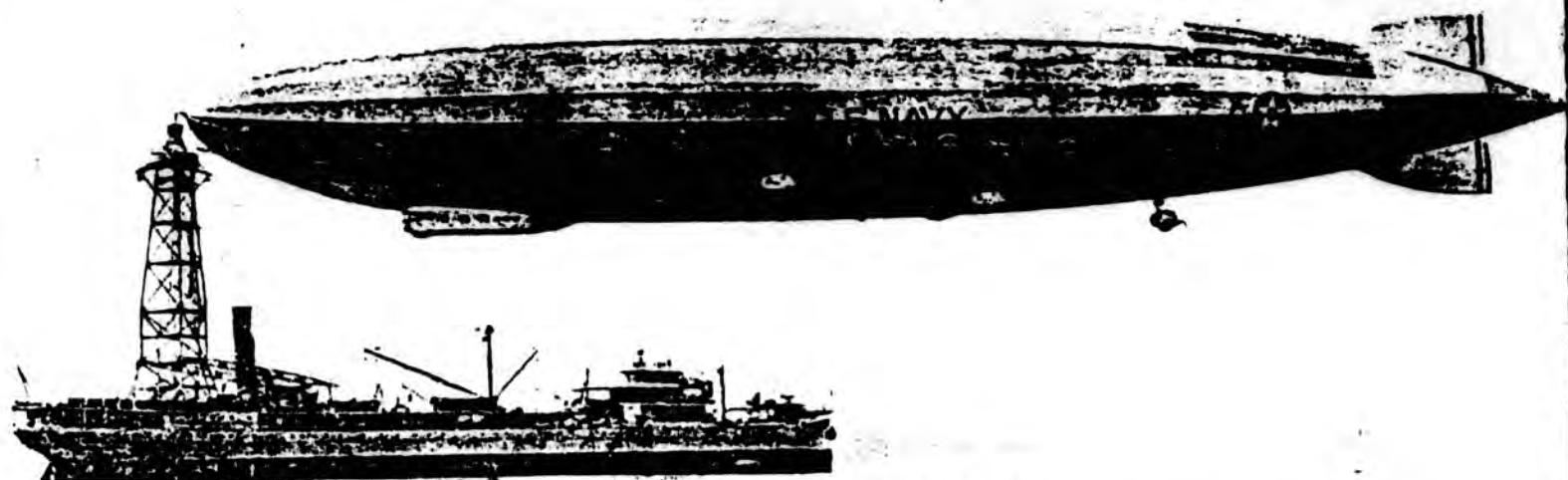
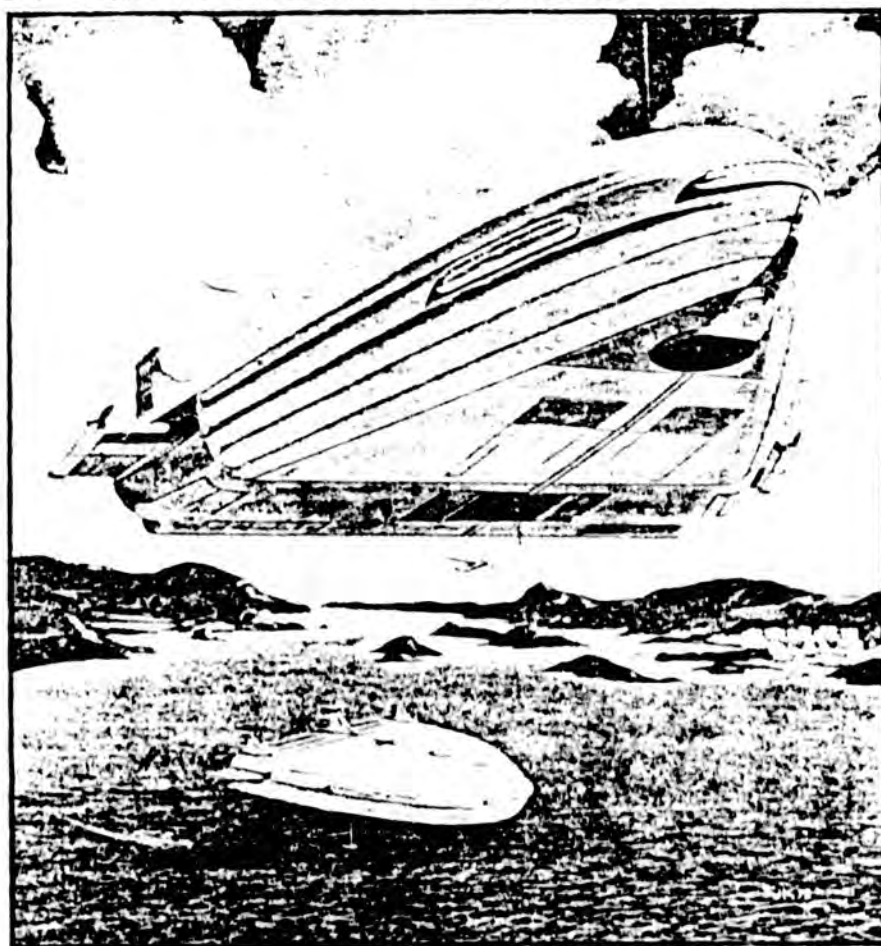


Photo U.S. Navy

The U.S.S. *Los Angeles* swings around its mooring mast on the U.S.S. *Patoka* in a picture taken about 1931. Many early dirigibles established excellent safety records that have been overshadowed by the dramatic accidents of other airships. The U.S.S. *Los Angeles* made over 300 flights, including trips to Panama and Puerto Rico, before being decommissioned in 1932.



Two airships incorporating a delta design cruise over a bay and conduct scientific experiments. An airplane is approaching a hookup on the bottom of the airship in this drawing's foreground; a weather balloon and rocket have just been launched from its top; and a helicopter is coming in for a landing from its side. In the future, airships could provide giant floating laboratories for oceanographers, geologists, meteorologists, and other scientists.

Photo NOAA

any kind of terrain—ice fields, mountains, or seas—and reach interior regions that are undeveloped for surface vehicles. They could serve as the key elements in an attack on the paradox that one South American leader referred to when he said, "We have cities of millions of people and thousands of miles of undeveloped land." Logging, mining, and other kinds of exploration and development could reach out to areas now considered inaccessible.

Reduced noise and pollution are two more pluses for the airship. Since airships use smaller power plants than those needed for power-lifted craft, pollution and noise are considerably decreased. Moreover, because of the larger capacity and buoyancy of the airship, certain kinds of pollution and noise reduction equipment could easily be built directly into the craft.

Authorities call the airship the most stable and vibration-free air-

"There is no reason to believe that airship accidents would exceed those of conventional aircraft."

borne device that can be built—at least today. This feature points the way toward numerous other uses. The airship of the future could be a giant flying laboratory. Inside its roomy but quiet interior, groups of biologists, oceanographers, geologists, or medical personnel could be working. Its stability would also allow it to house radar equipment of unprecedented size and power, making it a very sophisticated surveillance craft. Radar constitutes only one example of the large and sensitive kinds of equipment that an airship could handle.

The airship would certainly find an immediate and practical application in hauling perishable foods. It could help to open up new markets for fresh fruits and vegetables in Japan, Western Europe, and other countries where many items cannot be grown on a year-round basis. Japan is already becoming an important market for produce grown in America, but the difficulty of transporting perishables over long distances has made foreign markets hard to develop. Supporters of airships note that perishable items could be transported from a United States distribution point directly to the marketplace with no need for repeated, costly transfers of the cargo.

Problems and Approaches

The above constitutes a long list of the airship's positive benefits. One might wonder, therefore, what is slowing down the potential development of the craft.

For one thing, the question of safety still looms over any discussion of airships. People remember the famous dirigible accidents of the past, such as the 1933 crash of the American-made *Akron II* in which 23 people died. At the same time, few people know about the relatively good safety record that airships compiled during their heyday. For example, the German-founded Zeppelin line carried 40,000 passengers, flying approximately 25,000 hours in 4,000 flights without losing a sin-

gle passenger until the *Hindenburg* accident.

Today, with our more accurate knowledge of the weather and with the new materials and fuels that have been developed, there is no reason to believe that airship accidents would exceed those of conventional aircraft. In fact, some knowl-

edgeable people believe that the airship ranks as the safer of the two modes of air travel.

Problems, however, do crop up in several other areas. Some of the problems that would accompany the use of greatly expanded airships appear especially formidable. One of the most obvious concerns the

Ships of the Sky

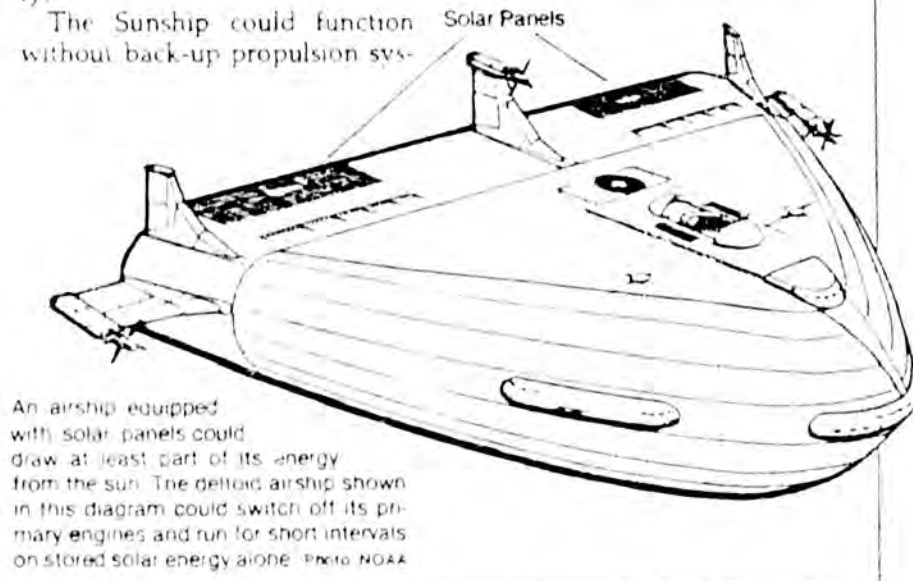
Two scientists in England have suggested combining the technologies of lighter-than-air flight and solar energy into an airship that would use neither fossil nor nuclear fuels. Their "sunship," through solar cells and electric motors, would absorb energy from the sun much as a sailing ship draws energy from the wind.

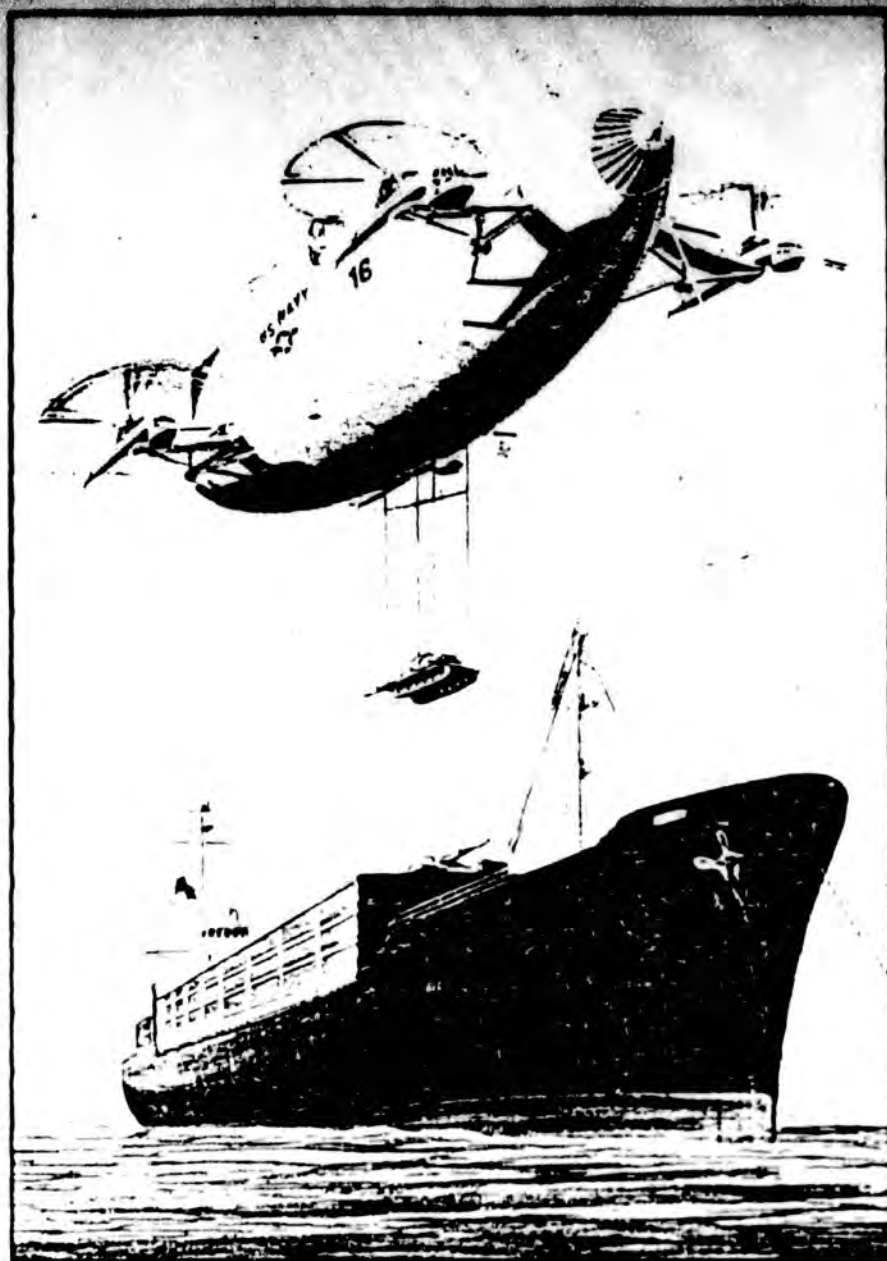
In an article in the November 1978 *Sunworld*, Gabriel Khoury and Edwin Mowforth note that the technology to build a solar-powered airship has already been developed. "The Sunship concept does not demand the initiation of any wholly new technology," they say. "Thus all the solar cells, motors, propellers, and control system can be adapted from commercially available units to build a prototype almost immediately."

The Sunship could function without back-up propulsion sys-

tems only in the sunniest regions of the world—particularly in parts of Australia, South America, and Africa. But even in more temperate regions, such as the U.S. or Europe, "a solar array feeding electric motors to assist conventional internal combustion units could substantially reduce fuel consumption," Khoury and Mowforth say. As an added benefit, the authors point out, an airship outfitted with solar cells and batteries could switch on its electric motors for those situations that require silent or pollution-free flight.

"The Sunship" by Gabriel Khoury and Edwin Mowforth, *Sunworld* (Vol. 2, No. 4, November 1978), published by the International Solar Energy Society, P.O. Box 26, Highett, Victoria 3190, Australia.





An airship carries a tank from an anchored freighter toward land in this artist's drawing. Such an airship would use four helicopter rotors for propulsion and would be particularly useful in undeveloped parts of the world.

size of the hangar or shed required to construct an airship. A related problem focuses on the space and

facilities needed for handling the airship once it has been constructed and begins its flights.

About the Authors



Starchild



Holahan

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Although airships do not need long paved runways—and in this regard are more economically efficient than conventional aircraft—they do require large land areas because of their size, especially if many craft gather in one place. Since they must also be free to swing with the wind, some experts have suggested mooring them to turntables. This would allow the craft always to face the wind, but constructing turntables of sufficient size would be expensive.

The airship could also be moored by connecting it with cables to portable equipment. The U.S. Navy used this method with its blimps in the

1950s and 1960s. Rigid airships of up to three million cubic feet could use a modification of this technique for mooring.

Most experts believe that airships in the 15-million-cubic-foot class must be kept continuously afloat after being built. For these craft, winches would be used to raise and lower cargo packed in containers. However, this raises another problem: As goods are unloaded from a hovering craft, ballast must be taken on; conversely, when goods are loaded into a hovering craft, ballast must be released. This requirement could hinder the ability of airships to service undeveloped areas.

Toward a New Era

These are real problems, but they can be solved. Given the potential of airships as transportation vehicles, it would not be surprising to see the solutions before the end of the present century. Two general kinds of airships are now under study—an all-cargo craft and an airship capable of carrying up to 400 passengers. Some new designs that take advantage of the immense interior space of the mammoth airship suggest a virtual "flying luxury liner."

On a more limited scale, Great Britain is starting to design and build airships for the first time in decades. West Germany is building smaller airships, too, and selling them to other nations.

The problems of furthering development and beginning more advanced production seem to center around public relations and the economics of production. Assuming that regulatory bodies can be convinced of the airship's maneuverability, safety, and overall advantages, the final problem would seem to be to attract investors who could share the vision and financial resources needed to launch what may become a new and exciting era in air transportation.



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

Pouch Y, State Capitol
Juneau, Alaska 99811
(907) 465-3991

MEMORANDUM

May 23, 1980

TO: Representative Mike Miller

FROM: Alexander Hoke, Anne DeVries *AH* *AD*

RE: Economic Analysis of Airship Transportation in Alaska
Proposed Interim Research Project, Research Request No. 14

As you requested, the following memorandum provides an outline of an interim research project which would assess the technological and economic feasibility of using airships to meet some of Alaska's transportation needs. This proposed project will be considered by the governing committee of the House Research Agency which is determining priorities among the relatively large number of requests submitted. If you like, we will distribute copies of this memorandum to them for their reference in reviewing the proposal.

Airships operate on neutral buoyancy* which allows them to move over long distances at low costs. They are capable of carrying very large bulky cargoes and landing at remote locations. Proponents argue that airships proved their viability in the past as a safe and efficient mode of transportation; and with the advantages of light-weight and durable structural materials, electronic guidance systems and aerodynamics research, airships will likely prove to be an even safer and more efficient mode of transportation in the future.

Advocates identify at least five potential markets in Alaska for airship transportation: cargo shipments between remote locations and major market areas; shipments of construction materials and bulk commodities for the extractive industries and public works projects; tourism; enforcement of fishing regulations and pipeline surveillance; and mobile health and social services. Airships are said to offer the following advantages over existing air, water and land transport methods:

* Neutral buoyancy is the lift that is created when the helium gas contained within the airship exactly offsets the weight of the airship's frame, envelope, engines and cargo.

- lower operating costs per ton-mile or per passenger-mile
- lower capital requirements for infrastructure
- greater flexibility in destinations
- broader capability in cargo handling

Governments in other areas, notably Alberta and Hawaii which have transportation needs and problems similar to Alaska's, are already seriously considering the airship alternative. However, to date, there has been no analysis of how airship transportation might serve some of Alaska's requirements. This study is intended to fill that void.

The objectives of the proposed study are:

- to assess the technological suitability of airships under Alaska operating conditions
- to compare the economics of airship operation against the economics of existing transportation modes.

The study will involve the identification of the most promising airship transportation scenarios in Alaska, where innovative transportation alternatives may be able to meet growing needs or provide service at lower cost. For each scenario, the costs of existing transportation methods will be compared to rough estimates of airship costs. As the study progresses, and the need for more refined data becomes apparent, outside consultants or industry marketing people may be retained to assist in the study. Throughout the project, it is the intent of the Agency to work closely with the Department of Transportation and Public Facilities so that they are intimately familiar with the design, collection and analysis of the data used in the study.

Study Outline

The following is a tentative outline for the "Airship Feasibility Study."

Part 1 Current Status in Airship Technology & Prospective User Interest

- A. Proposed Airships: types, operating characteristics--size, range, fuel, cargo capacity, weather restrictions, landing restrictions, cost, etc., prospective manufacturers.

- B. Prospective Users outside Alaska: Alberta, Hawaii, U.S. Coast Guard--summaries of analyses done for these entities considering prospective use, operating conditions, operating economics, etc.

Part II Identification of Possible Alaska Applications

- A. Airship Operating Scenarios: for each of the following scenarios, information on transportation requirements will be established--distances, types of cargo and backhaul freight, current volumes, weather conditions, etc.
1. Cargo Carrier
 - a. Carrying supplies to remote locations, e.g., food stuffs and fuel to Bethel, etc.
 - b. Carrying materials to construction sites, e.g., moving housing materials to the bush, exploration equipment to drill sites, etc.
 - c. Carrying raw materials to processors, e.g., Bristol Bay salmon to processors in Anchorage or Southeast, ore concentrates to tidewater, etc.
 - d. Some combination of the above to increase backhaul potential.
 2. Tourism, e.g., all-state or regional tours with on-board accommodations to the Brooks Range, the Wrangells, and other remote scenic areas
 3. Enforcement and Surveillance
 - a. Enforcement of 200-mile limit legislation, ADF&G regulations, etc.
 - b. Surveillance of the Alyeska pipeline, etc.
 4. Mobil Government Services, e.g., dental clinics, field surveys, etc.
 5. Others, as indicated in initial research

- B. Current Transportation Network: for each of the above scenarios, determine how transportation needs are currently being met.
 - 1. Carriers
 - 2. Rates, by volume, by type of cargo
 - 3. Existing infrastructure
- C. Projected Transportation Requirements: for each of the above scenarios, determine likely future transportation needs.
- D. Analysis of Airship Alternative: for each of the above scenarios, compare the economics of serving current and projected transportation needs with airships versus current modes of transport.
 - 1. Comparison of operating costs
 - 2. Comparison of required operating volumes to break even
 - 3. Comparison of infrastructure required and its cost

Part III Summary

- A. Summary of key findings
- B. Implications for business development: a general discussion of the potential for airship development by industry alone, industry with government financial assistance, government alone, or through joint ventures with other users (Alberta, Hawaii).

This outline is, of course, subject to change and modification during the course of the study, if research is approved. The House Research staff commitment to this project is estimated at about 60 person days. Some travel will be necessary in order to meet with other potential airship users and manufacturers. These costs are estimated at \$5,000. Contractual services for feasibility assessments by experts in the industry may be required; a maximum cost for such services is estimated at \$20,000.

AH:AD/dp

On the following pages are summaries of major resolutions submitted by the five study groups of the Future Frontiers conference. Many innovative suggestions made by only one or two of the groups are not included in the summaries, not because they are not worthwhile but because we were looking for consensus among the five groups. Several themes appeared throughout the conference discussions and are reflected in many of the resolutions. One is the interest by Alaskans in maintaining diversity in lifestyles, in alternatives available to citizens in their local governments, educational opportunities, resource development and geographic location. Local and regional differences are preferable to standardization which does not take individuality into account. Local control was another pervasive theme: local control over decisions pertaining to almost every kind of service and to development of economic and natural resources. Flexibility was a key interest of most delegates; they recognize the potential Alaska has to experiment with innovative technologies and social programs and stress that we must not lock ourselves into traditional methods of solving problems without exploring alternatives.

In the areas of politics, law and government, the major recommendations of the conference delegates concerned improvement and expansion of services, particularly to rural areas, and increasing local representation and participation in all aspects of government services. The consensus was that

- the Alaska court system should be expanded in order to expedite proceedings. This can be accomplished by several means which include increasing the number of judges, expanding the hours of operation, increasing the number of magistrates in rural areas and providing for circuit riding magistrates
- expanding legal aid services to assist lower income citizens in both rural and urban areas
- eliminating biases in sentencing which reflect in any way the age, sex, cultural background, race, geographic location or social status of the accused
- increasing local governments' autonomy, flexibility and participation in decision-making and revenue sharing processes
- carefully studying and planning for any organizational changes in boroughs which are presently unorganized
- carrying out legislative reapportionment in accordance with Alaska's constitution to reflect both population and geographic diversity, and making sure that rural representation is not effectively eliminated
- upgrading law enforcement recruitment, training, minority representation and rural services.

It was generally felt by the conference participants that both transportation and communication facilities and services need to be expanded and upgraded.

In formulating recommendations pertaining to transportation, delegates stressed several points:

- a thorough assessment and evaluation of existing and needed transportation must be carried out in order to draw up an integrated statewide plan which takes into account regional differences, local requirements and local preferences
- the marine highway systems should be improved and expanded
- highways, roads, ports and airports should be improved and maintained with a goal to increasing safety
- alternative forms of transportation should be considered, including a shift to mass transit systems where feasible
- in planning transportation services and facilities, energy efficiency, costs, and environmental impacts should be considered.

Communications systems were generally in need of expansion and improvement, according to conference participants. An integrated statewide system was felt to be desirable but with costs contained and government control minimized. A single toll area for telephones in the state was suggested, and VHF and microwave systems to supplement satellite transmissions were recommended.

The recommendations of the five study groups in the area of health and social services were quite varied, but two major themes were evident: shifting the focus of health services to emphasize education and prevention; and encouraging innovative and alternative health care services which, while funded by state and federal sources to a large extent, maintained local government and private control. Major recommendations included the following:

- the state should encourage private sector and local services to the maximum extent possible
 - education should be stressed, both in schools and through the media, in areas of nutrition, preventative measures and early detection
 - some form of financial relief should be available to defray high medical costs; this could be in the form of catastrophic illness insurance; a comprehensive health insurance plan available to all Alaskans, cost containment policies for government health care services, and administrative and legislative efforts to alter the present inadequacies in federal funding levels and categories of health and social services.
- as well as cost containment policies
- certain health problems which are serious in Alaska should receive more attention in research, funding, education and health delivery systems; these include alcohol and drug abuse, mental health; accidents, and diseases such as otitis media, tuberculosis, and venereal disease which are especially prevalent in Alaska
 - rural health care delivery systems should be expanded and improved.

EDUCATION

Recommendations in the area of education centered around increasing funding levels of many programs and in upgrading the quality of education at all levels. Proposals included the following:

- increase amounts and availability of financial aids for post-secondary education, such as loans, scholarships, free tuition, and others
- expand use of teleconferencing and telecommunications in the educational programs, particularly in rural areas
- improve post-secondary education options: private universities, the University of Alaska system, community colleges, and alternative education such as open-learning and schools-without-walls programs
- strengthen vocational and technical education programs
- recognize the need for bilingual/bicultural programs and include cultural background awareness in teacher training and certification requirements
- upgrade the quality of education in the lower elementary grades, preschool programs, and programs for the gifted and handicapped

Vigorous but responsible development was the theme in most recommendations in the area of resource and economic development, and energy-related issues were in the forefront of discussion.

- emphasis should be placed on development of alternative energy technologies (mostly small scale) and local self-sufficiency
- the conversion of nonrenewable to renewable energy sources should take place as rapidly as possible and be encouraged through regulation and strong financial incentives
- the state should develop a comprehensive energy plan which contains both short and long term goals and time guidelines
- energy-efficiency standards in all buildings should be followed, with financial incentives for private sector structures and energy conservation should be encouraged
- revenue from state nonrenewable resources should be plowed back into development of renewable resources
- to the maximum extent, Alaskan resources should be used in Alaska for Alaskans
- sound development of oil and gas, fisheries, timber, agricultural land and tourism should take place, all with environmental safeguards
- a strong potential for fisheries development was recognized in numerous suggestions for encouraging greater exploitation of this resource
- well planned policies should guide the development of resources.