

1169

HSA

HB

606

1169

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 563
 Title AN ACT PROVIDING FOR THE ISSUANCE OF G. O. BONDS, \$145,473,800, FOR TRANSPORTATION PURPOSES
 Requested by HOUSE STATE AFFAIRS Date 1/25/80

II. FISCAL DETAIL

Agency Affected DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 Program Category Affected TRANSPORTATION
 BRU, Program, or Subprogram(s) Affected MAINTENANCE AND OPERATIONS
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						
GENERAL OBLIGATION BONDS						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Since the aim of this transportation program is to reconstruct, rehabilitate or replace existing transportation facilities, there should be no noticeable impact directly on the maintenance and operations of the facilities. For example, the costs of patching, blading, and crack sealing will decrease and thereby balance out the increased costs of plowing additional road surfaces being constructed.

The Governor's operating budget provides for the debt service on transportation general obligation bond packages.

DATE January 30, 1980 PREPARED BY Mavis Mourvik
 AGENCY Department of Transportation & Public Facilities

Original Legislative Finance PHONE _____
 cc. Budget and Management
 Prime Sponsor (First Legislator Named)

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. _____
 Title _____
 Requested by _____ Date _____

II. FISCAL DETAIL

Agency Affected Department of Transportation & Public Facilities
 Program Category Affected State Bond Committee
 Budget Request Unit(s) Affected Transportation Debt Service

EXPENDITURES (Thousands of Dollars)

	FY82	FY83	FY 84	FY 85	FY86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
Miscellaneous	2,539.3	14,652.8	23,717.9	22,755.9	21,737.5	20,680.0
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND	2,539.3	14,652.8	23,717.9	22,755.9	21,737.5	20,680.0
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

The attached worksheet shows debt service retirement for \$100,000,000. Using the following assumptions these figures were arrived at by taking the DOTPF portion of sale, \$145,473,800 (1.455 x yearly figures on schedule for \$100,000,000).

1. Two bond sales (50% sold in FY 82+50% sold in FY 83).
2. First interest payment due 6 months after sale.
3. First principal payment due 12 months after sale.
4. 10 year bond retirement.
5. 7% interest.

IV. DATE 2-1-80 PREPARED BY Mike Maher
 AGENCY Budget & Management
 PHONE 465-2295
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

Alaska State Legislature



House of Representatives

RAY METCALFE

March 20, 1980

POUCH V
JUNEAU ALASKA 99811

P.O. BOX 4-2766
ANCHORAGE, ALASKA 99509

MEMORANDUM

TO: Representative Mike Miller, Chairman, House State Affairs Committee

FROM: Rep. Ray Metcalfe

Re: Proposed elements of a bill requiring the Department of Transportation and Public Facilities to develop an Official Transportation Map of the State of Alaska and municipal capital improvements maps for municipalities with local planning authority.

- (a) Included in the annual comprehensive, intermodal, long-range transportation plan for the state shall be a state transportation map showing all roads and highways receiving state funds directly or indirectly for planning, maintenance or construction. The map shall depict all transportation modes including roads, highways, bicycle and recreational paths, railroads, and navigable waterways so as to reflect accurately the total intermodal Alaska transportation system. The map shall be updated every four years by the Department of Transportation and included with budget submissions for capital improvements to the state legislature. Additional copies of the map hereafter to be called the "Official Transportation Map of the State of Alaska" shall be provided to the public based on anticipated demand.
- (b) The Department of Transportation shall also produce as an integral part of its capital improvements budget request to the legislature maps of every municipality with local planning authority showing all existing state owned or funded capital improvements including transportation facilities and structure. The municipal capital improvements maps shall outline proposed capital improvements projected or anticipated by the state (those projects utilizing state funds or partial state finan-

cial participation, and projects the state participates in by contributions to a federal matching funds formula) and indicate in some manner projected completion dates. If state-municipal, state-borough, or state federal coordination on a specific project is involved, it should be indicated on the map. Projects can be numerically and/or color coded to indicate applicable explanatory notes appended on the reverse side of the map or in some other convenient location. Municipal capital improvements maps shall be updated biennially to provide timely and accurate information to the legislature and the public, thereby facilitating the planning process.

HB

573

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. HB 573
 Title Special appropriation to DOT/PF for airport runway reconstruction
 Requested by House State Affairs (K. Buchanan) Date 3/7/80

II. FISCAL DETAIL
 Agency Affected DOT/PF
 Program Category Affected Design & Construction
 BRU, Program, or Subprogram(s) Affected Aviation
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)
EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES		5,009.5				
700 GRANTS, CLAIMS, ETC.						
TOTAL		5,009.5				

FUNDING (Thousands of Dollars)

GENERAL FUND		5,009.5				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

The cost estimates for each of these 7 projects reflects our latest information; however, an additional 5% should be added to cover unanticipated project costs.

Project	Estimated \$ X 1000
1. Stevens Village	\$ 504.0
2. Chalkyitsik	\$ 480.0
3. Fort Yukon	\$ 800.0
4. Northway	\$1,650.0
5. Rampart	\$ 453.0
6. Beaver	\$ 523.0
7. Manley Hot Springs	\$ 361.0
Subtotal	\$4,771.0
Contingencies @ 5%	238.5
Total	\$5,009.5

IV. DATE 3/10/80 PREPARED BY J. W. Scribner
 AGENCY DOT/PF
 PHONE 465-3900
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

PROJECT TITLE Stevens Village Runway Reconstruction		LOCATION(S) Stevens Village, Alaska	AREA SERVED Stevens Village	ELECTION DISTRICT(S) 19																															
OBJ. NO(S) 1, 3, 4	OPERATING BUDGET BRUI(S)	NAME(S)	BUDGET COMPONENT NUMBERS	START DATE 1982																															
PROJECT NARRATIVE		PROJECT TYPE		APPROPRIATION REQUEST																															
<p>1. Project Need Statement</p> <p>Stevens Village has 78 people according to the 1978 census, is located 90 air miles northwest of Fairbanks on the Yukon River. Two major modes of transportation serve Stevens Village. Most of the cargo comes in via barge; however passenger travel, mail and small cargo is almost exclusively delivered by air. Since no statistics are available for Stevens Village, the following are combined totals from Rampart and Stevens: 6 scheduled flights/average week, which carried 142 passengers/average month and 14,382 pounds/average month according to the air carrier serving these communities.</p> <p>Frequent charter flights and summer fire fighting Bureau of Land Management equipment utilize this 2,170' x60' runway. The runway is uneven, rough and extremely hazardous to aircraft in wet periods because of soft spots and mud holes attributed to the sod surface. The last major project was completed in July 1971 and consisted of clearing, reconstruction of runway embankment and apron, seeding of the runway, and equipment shed.</p>		<input type="checkbox"/> Building Construction (C) <input checked="" type="checkbox"/> Other Improvement (I) <input type="checkbox"/> Equipment (E) <input type="checkbox"/> Land (L) <input type="checkbox"/> Professional Services (P) <input type="checkbox"/> Other (O)		<table border="1"> <tr><td>1002</td><td>FED. RCPTS.</td><td></td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td>504.0</td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td></td></tr> <tr><td colspan="2">TOTAL</td><td>504.0</td></tr> </table>	1002	FED. RCPTS.		1003	G/F MATCH		1004	GEN. FUND	504.0	1005	I/A RCPTS.			G.O. BONDS		TOTAL		504.0													
		1002	FED. RCPTS.																																
1003	G/F MATCH																																		
1004	GEN. FUND	504.0																																	
1005	I/A RCPTS.																																		
	G.O. BONDS																																		
TOTAL		504.0																																	
PROJECT CHARACTERISTICS		GOVERNOR'S RECOMMENDATION																																	
<input type="checkbox"/> Totally New Facility <input type="checkbox"/> Addition to Existing Facility <input checked="" type="checkbox"/> Renovation of Existing Facility <input checked="" type="checkbox"/> Major Maintenance or Repair <input type="checkbox"/> Supplement Previously Authorized Funds to Enable Completion <input type="checkbox"/> One of Several Phases <input checked="" type="checkbox"/> Major External Funding Source <input type="checkbox"/> Other		<table border="1"> <tr> <td></td> <td>APPROVED</td> <td>DEFERRED</td> <td>DISAPPROVED</td> </tr> <tr> <td></td> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>1002</td> <td>FED. RCPTS.</td> <td></td> <td>453.6</td> </tr> <tr> <td>1003</td> <td>G/F MATCH</td> <td></td> <td></td> </tr> <tr> <td>1004</td> <td>GEN. FUND</td> <td></td> <td></td> </tr> <tr> <td>1005</td> <td>I/A RCPTS.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>G.O. BONDS</td> <td></td> <td>50.4</td> </tr> <tr> <td colspan="2">TOTAL</td> <td></td> <td>504.0</td> </tr> </table>			APPROVED	DEFERRED	DISAPPROVED		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1002	FED. RCPTS.		453.6	1003	G/F MATCH			1004	GEN. FUND			1005	I/A RCPTS.				G.O. BONDS		50.4	TOTAL			504.0
	APPROVED	DEFERRED	DISAPPROVED																																
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	G.O. BONDS		50.4																																
TOTAL			504.0																																
NO YES SITE FEATURES		01-1035a (12/79)																																	
<input type="checkbox"/> Site Currently Owned? <input type="checkbox"/> All Utilities Available? <input type="checkbox"/> Access Already Available?																																			
OPERATIONAL COST & NO. PERSONNEL		FIRST OPERATING YEAR	ULTIMATE ANNUAL YEAR	PREVIOUS YR-PRIORITY																															
INCREASE (DECREASE)		YEAR	YEAR																																
FUNDING SOURCE	FED. RCPTS.			AGENCY PRIORITY																															
	GEN. FUND			81-12																															
TOTAL ANNUAL OPERATIONAL COST		-0-	-0-	GOVERNOR'S PRIORITY																															
POSITION (FTE)																																			

CATEGORY Transportation

AGENCY DOT/PF

PROGRAM Aviation - REGION II

01-1035a (1/79)

35a

PROPOSED CAPITAL PROJECT

REVISED DATE

00433

PROJECT TITLE Chalkyitsik - Runway Rehabilitation		LOCATION(S) Chalkyitsik, AK	AREA SERVED Chalkyitsik	ELECTION DISTRICT(S) 19																		
OBJ. NO(S) 1, 3	OPERATING BUDGET BRU(S)	BUDGET COMPONENT NUMBERS		START DATE 1981																		
PROJECT NARRATIVE I. Project Need Statement Chalkyitsik is a native village consisting of 99 people (from 1970 census). It has 2 major forms of transportation; a barge service 1-2 times a season (as needed) with primary passenger service being supplied by aviation. Chalkyitsik is served by a scheduled air carrier 5 times a week which carried an average of 73 passengers/average month, and 2,046 pounds/average month in the past year according to air carrier records. This village is 170 air miles northeast of Fairbanks, and located at the end of the carrier's service route. The runway is currently 2500' X 100' dirt/gravel and is very soft and muddy during break-up and wet weather. The last major project in 1971 was clearing, reconstructing, and lengthening the apron, and installing a storage shed. II. Project Description This project would rehabilitate the runway and provide with gravel surfacing. This project would also provide adequate drainage so as to prevent further reoccurrence and deterioration of the runway, and provide an adequate apron area.		PROJECT TYPE <input type="checkbox"/> Building Construction (C) <input checked="" type="checkbox"/> Other Improvement (I) <input type="checkbox"/> Equipment (E) <input type="checkbox"/> Land (L) <input type="checkbox"/> Professional Services (P) <input type="checkbox"/> Other (O)		COMPLETION DATE 1983																		
		PROJECT CHARACTERISTICS <input type="checkbox"/> Totally New Facility <input type="checkbox"/> Addition to Existing Facility <input type="checkbox"/> Renovation of Existing Facility <input checked="" type="checkbox"/> Major Maintenance or Repair <input type="checkbox"/> Supplement Previously Authorized Funds to Enable Completion <input type="checkbox"/> One of Several Phases <input checked="" type="checkbox"/> Major External Funding Source <input type="checkbox"/> Other		APPROPRIATION REQUEST <table border="1"> <tr><td>1002</td><td>FED. RCPTS.</td><td>436.8</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>43.2</td></tr> <tr><td colspan="2">TOTAL</td><td>480.0</td></tr> </table>	1002	FED. RCPTS.	436.8	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	43.2	TOTAL		480.0
1002	FED. RCPTS.	436.8																				
1003	G/F MATCH																					
1004	GEN. FUND																					
1005	I/A RCPTS.																					
	G.O. BONDS	43.2																				
TOTAL		480.0																				
		PROJECT CHARACTERISTICS <input type="checkbox"/> NO YES SITE FEATURES <input type="checkbox"/> <input checked="" type="checkbox"/> Site Currently Owned Leased <input type="checkbox"/> All Utilities Available? <input type="checkbox"/> Access Already Available?		GOVERNOR'S RECOMMENDATION APPROVED DEFERRED DISAPPROVED <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <table border="1"> <tr><td>1002</td><td>FED. RCPTS:</td><td>432.0</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>48.0</td></tr> <tr><td colspan="2">TOTAL</td><td>480.0</td></tr> </table>	1002	FED. RCPTS:	432.0	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	48.0	TOTAL		480.0
1002	FED. RCPTS:	432.0																				
1003	G/F MATCH																					
1004	GEN. FUND																					
1005	I/A RCPTS.																					
	G.O. BONDS	48.0																				
TOTAL		480.0																				
		OPERATIONAL COST & NO. PERSONNEL INCREASE (DECREASE)	FIRST OPERATING YEAR	ULTIMATE ANNUAL YEAR	PREVIOUS YR-PRIORITY IR 79-2																	
FUNDING SOURCE		FED. RCPTS.			AGENCY PRIORITY 81-1																	
		GEN. FUND			GOVERNOR'S PRIORITY																	
TOTAL ANNUAL OPERATIONAL COST		0		0																		
POSITION (FTE)																						

CATEGORY Transportation AGENCY DOT/PP PROGRAM Aviation - REGION II

01-1036a (7/79)

35a

PROPOSED CAPITAL PROJECT

REVISED DATE _____

00403

PROJECT TITLE Ft. Yukon Runway Surfacing		LOCATION(S) Ft. Yukon	AREA SERVED Yukon River Valley	ELECTION DISTRICT(S) 19																				
OBJ. NO(S) 1, 2, 3, 4	OPERATING BUDGET BRUI(S)	NAME(S)	BUDGET COMPONENT NUMBERS	START DATE 1981	COMPLETION DATE 1982																			
PROJECT NARRATIVE 1. Project Need Statement: Ft. Yukon airport serves as a hub airport for the entire Upper Yukon Valley. As such, it is the transfer point for both freight and passengers coming from Fairbanks and going to remote bush communities. A trial use of Jet Aircraft (737's with gravel deflectors) was made several years ago. The community was unable to sustain support and the service was discontinued. Community growth points to resumption of jet service of some sort in the foreseeable future. In addition, operators of high performance aircraft with minimal prop clearance prefer hard surface runways to reduce prop damage. The BLM currently operates heavy fire bombers from this airport throughout the fire season. Such operations lead to runway deterioration that affects all operation and ultimately all residents since air is the only mode available to Fairbanks. Hard surfacing would virtually eliminate this situation. 2. Description of Project: Pave existing runway 5000' X 170', 1 1/2" thick. 3. Documentation of Estimated Capital Cost: Based on \$50,000/mile for 12' lane (current Hwy. cost).			PROJECT TYPE <input type="checkbox"/> Building Construction (C) <input type="checkbox"/> Other Improvement (I) <input type="checkbox"/> Equipment (E) <input type="checkbox"/> Land (L) <input type="checkbox"/> Professional Services (P) <input checked="" type="checkbox"/> Other (O)		APPROPRIATION REQUEST <table border="1"> <tr><td>1002</td><td>FED. RCPTS</td><td>728.0</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>72.0</td></tr> <tr><td colspan="2">TOTAL</td><td>800.0</td></tr> </table>		1002	FED. RCPTS	728.0	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	72.0	TOTAL		800.0
			1002	FED. RCPTS	728.0																			
1003	G/F MATCH																							
1004	GEN. FUND																							
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TOTAL		800.0																						
PROJECT CHARACTERISTIC <input type="checkbox"/> Totally New Facility <input checked="" type="checkbox"/> Addition to Existing Facility <input type="checkbox"/> Renovation of Existing Facility <input type="checkbox"/> Major Maintenance or Repair <input type="checkbox"/> Supplement Previously Authorized Funds to Enable Completion <input type="checkbox"/> One of Several Phases <input type="checkbox"/> Major External Funding Source <input type="checkbox"/> Other		GOVERNOR'S RECOMMENDATION APPROVED DEFERRED DISAPPROVED <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <table border="1"> <tr><td>1002</td><td>FED. RCPTS:</td><td>720.0</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>80.0</td></tr> <tr><td colspan="2">TOTAL</td><td>800.0</td></tr> </table>		1002	FED. RCPTS:	720.0	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	80.0	TOTAL		800.0			
1002	FED. RCPTS:	720.0																						
1003	G/F MATCH																							
1004	GEN. FUND																							
1005	I/A RCPTS.																							
	G.O. BONDS	80.0																						
TOTAL		800.0																						
NO YES SITE FEATURES <input type="checkbox"/> <input checked="" type="checkbox"/> Site Currently Owned? <input type="checkbox"/> <input type="checkbox"/> All Utilities Available? <input type="checkbox"/> <input type="checkbox"/> Access Already Available?		OPERATIONAL COST & NO. PERSONNEL INCREASE (DECREASE) FIRST OPERATING YEAR _____ ULTIMATE ANNUAL YEAR _____ PREVIOUS YR-PRIORITY IR 79-2 AGENCY PRIORITY 81-2 GOVERNOR'S PRIORITY																						
FUNDING SOURCE FED. RCPTS. GEN. FUND TOTAL ANNUAL OPERATIONAL COST 0 0 POSITION (FTE)		01-1035a (12/79)																						

CATEGORY Transportation AGENCY DOT/PF PROGRAM REGION II - Aviation

01-1035a (7/79)

35a

PROPOSED CAPITAL PROJECT

REVISED DATE

03407

PROJECT TITLE Northway - Runway Resurfacing		LOCATION(S) Northway Ak	AREA SERVED Northway	ELECTION DISTRICT(S) 19																			
OBJ. NO(S) 1	OPERATING BUDGET BRUI(S)	NAME(S)	BUDGET COMPONENT NUMBERS	START DATE 1981	COMPLETION DATE 1983																		
PROJECT NARRATIVE 1. Project Need Statement: Northway is located 256 road miles southeast of Fairbanks on the Alaska Highway and has a population of 361 according to the 1978 census. There are 10 based aircraft and 1 scheduled flights/average week with an average of 18.2 aircraft per day (according to Northway FSS) utilizing the 5147' X 150' runway. Northway has an existing FSS and customs facilities and for this reason, the primary use of this airport is by small aircraft (light twins and smaller) for clearing customs entering Alaska and frequent use by recreational hunters etc. The last major project in Northway was in 1973 which was a seal coat project to resurface the original sand asphalt runway. The runway is badly deteriorated from normal use and further attempts to mask the major problem seem fruitless. 2. Project Description: This project would resurface 3500' X 75' of runway with approximately 3" of asphalt. Also to be included would be work on the ramp area for transient parking. 3. Documentation of Estimated Capital Costs: The cost estimate for this project was developed by the Division of Aviation Design and Construction and adjusted to reflect the current scope of work.		PROJECT TYPE <input type="checkbox"/> Building Construction (C) <input checked="" type="checkbox"/> Other Improvement (I) <input type="checkbox"/> Equipment (E) <input type="checkbox"/> Land (L) <input type="checkbox"/> Professional Services (P) <input type="checkbox"/> Other (O)		APPROPRIATION REQUEST <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>1002</td><td>FED. RCPTS.</td><td>1501.5</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>148.5</td></tr> <tr><td colspan="2">TOTAL</td><td>1650.0</td></tr> </table>		1002	FED. RCPTS.	1501.5	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	148.5	TOTAL		1650.0
		1002	FED. RCPTS.	1501.5																			
		1003	G/F MATCH																				
		1004	GEN. FUND																				
1005	I/A RCPTS.																						
	G.O. BONDS	148.5																					
TOTAL		1650.0																					
PROJECT CHARACTERISTICS <input type="checkbox"/> Totally New Facility <input type="checkbox"/> Addition to Existing Facility <input checked="" type="checkbox"/> Renovation of Existing Facility <input type="checkbox"/> Major Maintenance or Repair <input type="checkbox"/> Supplement Previously Authorized Funds to Enable Completion <input type="checkbox"/> One of Several Phases <input checked="" type="checkbox"/> Major External Funding Source <input type="checkbox"/> Other		GOVERNOR'S RECOMMENDATION APPROVED DEFERRED DISAPPROVED <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>1002</td><td>FED. RCPTS:</td><td>1485.0</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>165.0</td></tr> <tr><td colspan="2">TOTAL</td><td>1650.0</td></tr> </table>		1002	FED. RCPTS:	1485.0	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	165.0	TOTAL		1650.0		
1002	FED. RCPTS:	1485.0																					
1003	G/F MATCH																						
1004	GEN. FUND																						
1005	I/A RCPTS.																						
	G.O. BONDS	165.0																					
TOTAL		1650.0																					
SITE FEATURES NO YES <input type="checkbox"/> <input checked="" type="checkbox"/> Site Currently Owned? <input type="checkbox"/> <input type="checkbox"/> All Utilities Available? <input type="checkbox"/> <input type="checkbox"/> Access Already Available?		01-1038a (12/79)																					
OPERATIONAL COST & NO. PERSONNEL INCREASE (DECREASE) <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td rowspan="3">FUNDING SOURCE</td><td>FED RCPTS</td><td></td><td></td></tr> <tr><td>GEN FUND</td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td colspan="2">TOTAL ANNUAL OPERATIONAL COST</td><td>0</td><td>0</td></tr> <tr><td colspan="2">POSITION (FTE)</td><td></td><td></td></tr> </table>		FUNDING SOURCE	FED RCPTS			GEN FUND						TOTAL ANNUAL OPERATIONAL COST		0	0	POSITION (FTE)				FIRST OPERATING YEAR _____	ULTIMATE ANNUAL YEAR _____	PREVIOUS YR-PRIORITY AGENCY PRIORITY 81-5 GOVERNOR'S PRIORITY	
FUNDING SOURCE	FED RCPTS																						
	GEN FUND																						
TOTAL ANNUAL OPERATIONAL COST		0	0																				
POSITION (FTE)																							

CATEGORY Transportation AGENCY DOT/PF PROGRAM REGION II - Aviation

PROJECT TITLE Rampart Runway Resurfacing		LOCATION(S) Rampart, AK.	AREA SERVED Rampart	ELECTION DISTRICT(S) 19																								
OBJ. NO(S) 1,3	OPERATING BUDGET BRN(S)	NAME(S)	BUDGET COMPONENT NUMBERS	START DATE 1982																								
PROJECT NARRATIVE 1. Project Need Statement: Rampart Village is on the south bank of the Yukon River 85 air miles Northwest of Fairbanks, 58 people as of 1978 census. Two barge companies provide service - one company 5 times a year and the other as needed. The other major form of transportation is by aircraft of which the 2500' X 70' runway plays a vital part. Air service is provided to Rampart via 6 scheduled flights per week which in a combined total last year (6-78 / 6-79) carried 142 passengers/average month, and 14,382 pounds cargo/average month to the combined villages of Rampart and Stevens. The last major project was in Sept. 1970 and consisted of clearing, ditching, and reconstructing with pit run gravel. 2. Project Description: The Rampart Runway currently is deteriorating from normal usage and climatic conditions. This project is to re-surface the runway with gravel, widen to 100' and build up the north end approximately 5' to level the runway, and to provide proper drainage and parking aprons. 3. Documentation of Estimated Capital Costs: The cost estimate for this project was developed by the Planning Division from historical information on similar projects.			PROJECT TYPE <input type="checkbox"/> Building Construction (C) <input checked="" type="checkbox"/> Other Improvement (I) <input type="checkbox"/> Equipment (E) <input type="checkbox"/> Land (L) <input type="checkbox"/> Professional Services (P) <input type="checkbox"/> Other (O)	APPROPRIATION REQUEST <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>1002</td><td>FED. RCPTS.</td><td>412.3</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>40.7</td></tr> <tr><td colspan="2">TOTAL</td><td>553.0</td></tr> </table>	1002	FED. RCPTS.	412.3	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	40.7	TOTAL		553.0						
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1002	FED. RCPTS:	407.7																										
1003	G/F MATCH																											
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	G.O. BONDS	45.3																										
TOTAL		453.0																										
NO YES SITE FEATURES <input type="checkbox"/> <input checked="" type="checkbox"/> Lease Pending <input type="checkbox"/> <input type="checkbox"/> Site Currently Owned? <input type="checkbox"/> <input type="checkbox"/> All Utilities Available? <input type="checkbox"/> <input type="checkbox"/> Access Already Available?		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>OPERATIONAL COST & NO. PERSONNEL</td> <td>FIRST OPERATING YEAR</td> <td>ULTIMATE ANNUAL YEAR</td> <td>PREVIOUS YR-PRIORITY</td> </tr> <tr> <td>INCREASE (DECREASE)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>FUNDING SOURCE</td> <td></td> <td></td> <td>AGENCY PRIORITY</td> </tr> <tr> <td></td> <td></td> <td></td> <td>6</td> </tr> <tr> <td>TOTAL ANNUAL OPERATIONAL COST</td> <td>0</td> <td>0</td> <td>GOVERNOR'S PRIORITY</td> </tr> <tr> <td>POSITION (FTE)</td> <td></td> <td></td> <td></td> </tr> </table>			OPERATIONAL COST & NO. PERSONNEL	FIRST OPERATING YEAR	ULTIMATE ANNUAL YEAR	PREVIOUS YR-PRIORITY	INCREASE (DECREASE)				FUNDING SOURCE			AGENCY PRIORITY				6	TOTAL ANNUAL OPERATIONAL COST	0	0	GOVERNOR'S PRIORITY	POSITION (FTE)			
OPERATIONAL COST & NO. PERSONNEL	FIRST OPERATING YEAR	ULTIMATE ANNUAL YEAR	PREVIOUS YR-PRIORITY																									
INCREASE (DECREASE)																												
FUNDING SOURCE			AGENCY PRIORITY																									
			6																									
TOTAL ANNUAL OPERATIONAL COST	0	0	GOVERNOR'S PRIORITY																									
POSITION (FTE)																												

CATEGORY Transportation AGENCY DOT/PF PROGRAM Aviation - Region II

PROJECT TITLE Beaver - Resurface Runway		LOCATION(S) Beaver Ak	AREA SERVED Beaver	ELECTION DISTRICT(S) 19																			
OBJ. NO(S) 1,3	OPERATING BUDGET BRU(S)	NAME(S)	BUDGET COMPONENT NUMBERS	START DATE 1982	COMPLETION DATE 1985																		
PROJECT NARRATIVE 1. Project Need Statement: There are 83 people currently residing in Beaver Village which has barge service 4 times a year and a 4550' X 150' gravel runway to serve its passenger and cargo needs. In the past year there was an average of 5 scheduled flight/week which carried 95 passengers/average month. Beaver is located 60 miles Southwest of Fort Yukon on the north bank of the Yukon River. Due to climatic deterioration and normal useage, this runway is in need of major repair. The last major project here was in 1966. 2. Project Description: Recommendations are to resurface the center 100' X 4550" section of the runway with gravel, provide an adequate apron for aircraft parking, and install appropriate drainage to prevent further reoccurrence in the deterioration of the runway. 3. Documentation of Estimated Capital Cost: The cost estimate for this project was developed by the Planning Division from historical information on similar projects.		PROJECT TYPE <input type="checkbox"/> Building Construction (C) <input checked="" type="checkbox"/> Other Improvement (I) <input type="checkbox"/> Equipment (E) <input type="checkbox"/> Land (L) <input type="checkbox"/> Professional Service (P) <input type="checkbox"/> Other (O)		APPROPRIATION REQUEST <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>1002</td><td>FED. RCPTS.</td><td>476.0</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>47.0</td></tr> <tr><td colspan="2">TOTAL</td><td>523.0</td></tr> </table>		1002	FED. RCPTS.	476.0	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	47.0	TOTAL		523.0
		1002	FED. RCPTS.	476.0																			
		1003	G/F MATCH																				
1004	GEN. FUND																						
1005	I/A RCPTS.																						
	G.O. BONDS	47.0																					
TOTAL		523.0																					
PROJECT CHARACTERISTICS <input type="checkbox"/> Totally New Facility <input type="checkbox"/> Addition to Existing Facility <input type="checkbox"/> Renovation of Existing Facility <input checked="" type="checkbox"/> Major Maintenance or Repair <input type="checkbox"/> Supplement Previously Authorized Funds to Enable Completion <input type="checkbox"/> One of Several Phases <input checked="" type="checkbox"/> Major External Funding Source <input type="checkbox"/> Other		GOVERNOR'S RECOMMENDATION APPROVED DEFERRED DISAPPROVED <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>1002</td><td>FED. RCPTS.</td><td>470.7</td></tr> <tr><td>1003</td><td>G/F MATCH</td><td></td></tr> <tr><td>1004</td><td>GEN. FUND</td><td></td></tr> <tr><td>1005</td><td>I/A RCPTS.</td><td></td></tr> <tr><td></td><td>G.O. BONDS</td><td>52.3</td></tr> <tr><td colspan="2">TOTAL</td><td>523.0</td></tr> </table>		1002	FED. RCPTS.	470.7	1003	G/F MATCH		1004	GEN. FUND		1005	I/A RCPTS.			G.O. BONDS	52.3	TOTAL		523.0		
1002	FED. RCPTS.	470.7																					
1003	G/F MATCH																						
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1005	I/A RCPTS.																						
	G.O. BONDS	52.3																					
TOTAL		523.0																					
NO YES SITE FEATURES <input type="checkbox"/> <input checked="" type="checkbox"/> Site Currently Owned? <input type="checkbox"/> <input type="checkbox"/> All Utilities Available? <input type="checkbox"/> <input type="checkbox"/> Access Already Available?		01-1035a (12/79)																					
OPERATIONAL COST & NO. PERSONNEL INCREASE (DECREASE)		FIRST OPERATING YEAR	ULTIMATE ANNUAL YEAR	PREVIOUS YEAR-PRIORITY																			
FUNDING SOURCE				AGENCY PRIORITY 7																			
TOTAL ANNUAL OPERATIONAL COST		0	0	GOVERNOR'S PRIORITY																			
POSITION (FTE)																							

CATEGORY Transportation AGENCY DOT/PF PROGRAM Aviation - Region II

PROJECT TITLE Manley - Runway Clearing and Resurfacing		LOCATION(S) Manley Hot Springs, Ak.	AREA SERVED Manley hot Springs	ELECTION DISTRICT(S) 19		
OBJ. NO(S) 1,3	OPERATING BUDGET BRUI(S)	NAME(S)	BUDGET COMPONENT NUMBERS	START DATE 1982		
PROJECT NARRATIVE		PROJECT TYPE		COMPLETION DATE 1984		
<p>1. Project Need Statement:</p> <p>Manley Hot Springs is located 85 air miles west of Fairbanks and has 74 people according to the 1978 census. There are 3 major modes of transportation: by road (open) year round), by barge - 1 barge comes weekly in the summer and the other comes as needed, and the third form has 13 scheduled flights/average month, 11 passengers/average month, 3700 pounds of mail/average month. The runway is 75' X 3000'. It has 13 based aircraft.</p> <p>The last major construction project was in 1966.</p> <p>2. Project Description:</p> <p>This project would clear encroaching brush and resurface the existing 75' X 3000' runway with gravel and provide for designated appropriate parking and tie-down areas for based and transient aircraft.</p> <p>3. Documentation of Estimated Capital Cost:</p> <p>The cost estimate for this project was developed by the Division of Aviation Design & Construction from historical information on similar projects.</p>		<p><input type="checkbox"/> Building Construction (C)</p> <p><input checked="" type="checkbox"/> Other Improvement (I)</p> <p><input type="checkbox"/> Equipment (E)</p> <p><input type="checkbox"/> Land (L)</p> <p><input type="checkbox"/> Professional Services (P)</p> <p><input type="checkbox"/> Other (O)</p>		APPROPRIATION REQUEST		
				1002	FED. RCPTS.	328.6
				1003	G/F MATCH	
1004	GEN. FUND					
1005	I/A RCPTS.					
		G.O. BONDS	32.4			
		TOTAL	361.0			
<p>PROJECT CHARACTERISTICS</p> <p><input type="checkbox"/> Totally New Facility</p> <p><input checked="" type="checkbox"/> Addition to Existing Facility</p> <p><input type="checkbox"/> Renovation of Existing Facility</p> <p><input checked="" type="checkbox"/> Major Maintenance or Repair</p> <p><input type="checkbox"/> Supplement Previously Authorized Funds to Enable Completion</p> <p><input type="checkbox"/> One of Several Phases</p> <p><input checked="" type="checkbox"/> Major External Funding Source</p> <p><input type="checkbox"/> Other</p>		GOVERNOR'S RECOMMENDATION				
		APPROVED	DEFERRED	DISAPPROVED		
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>NO YES</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Site Currently Owned?</p> <p><input type="checkbox"/> <input type="checkbox"/> All Utilities Available?</p> <p><input type="checkbox"/> <input type="checkbox"/> Access Already Available?</p>		1002	FED. RCPTS:	3249		
		1003	G/F MATCH			
		1004	GEN. FUND			
		1005	I/A RCPTS.			
		G.O. BONDS		36.1		
		TOTAL	361.0			
OPERATIONAL COST & NO. PERSONNEL		FIRST OPERATING YEAR	ULTIMATE ANNUAL YEAR	PREVIOUS YR-PRIORITY		
INCREASE (DECREASE)						
FUNDING SOURCE	FED. RCPTS.			AGENCY PRIORITY		
	GEN. FUND			8		
				GOVERNOR'S PRIORITY		
TOTAL ANNUAL OPERATIONAL COST						
POSITION (FTE)						

CATEGORY Transportation AGENCY DOT/PF PROGRAM Aviation - Region II

35a PROPOSED CAPITAL PROJECT

00420

HB

575

COMMITTEE REPORT

(7)

HOUSE

1/18/80

FURTHER: FINANCE

Date: 2-5-80

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 575

"An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of Yukon River barge docking facilities; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

[Signature]

[Signature]

[Signature]

[Signature]

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

[Signature]

[Signature]

CHAIRMAN

CAPITAL PROJECT EXPENDITURES (CASH FLOW)	TOTAL	BUDGET YEAR	BUDGET YEAR Plus 1	BUDGET YEAR Plus 2	BUDGET YEAR Plus 3	BUDGET YEAR Plus 4	REMAINING COST
Planning and Engineering							
Land							
Construction							
Equipment							
Administration and Other							
Total Annual Expenditure (Capital Cost)	1500.0	1500.0					

CONTINUATION OF NARRATIVE

5. Identification of Alternatives Considered:

Do Nothing - This was rejected because it would discourage use of the most economical transportation mode for moving freight.

Install Lesser Facilities: Because of the nature of freight which could be barged to these locations, docks are preferable because they ease loading and unloading.

CATEGORY Transportation

AGENCY DOT/RF

PROGRAM _____

PROJECT TITLE Barge Dock Facilities

35b

PROPOSED PROJECT
ANALYSIS

REVISED
DATE

PRIORITY	PROJECT NAME	GOALS	GEN. FUND	G.O.	FEDERAL	OTHER	TOTAL
1	Barge Docking Facilities						1,500
2	Barge Ramps						2,250
3	Small Boat Launching Facil.						100

Garage Landing Ramps

Determinants	Definition	Impact		
		<u>None</u>	<u>Minor</u>	<u>Moderate</u>
<u>Natural Environment</u>				
Earth	The physical properties of earth and earth movement: geology/erosion	_____	<u>X</u>	_____
Water	Water movement and properties as support of all life & plant forms	_____	<u>X</u>	_____
Air	Ambient air quality standards	<u>X</u>	_____	_____
Flora & Fauna	Species of vegetation and wildlife (behavior, food source, breeding)	<u>X</u>	_____	_____
Natural Resources	Renewable & non-renewable resource	_____	<u>X</u>	_____
<u>Human Environment</u>				
Population	Growth distribution and density	<u>X</u>	_____	_____
Noise	Levels of tolerance and safety	<u>X</u>	_____	_____
Energy	Consumption reduction	_____	_____	<u>X</u>
Historical/ Archeologist	Cultural features and structures	<u>X</u>	_____	_____

COMMENTS:

ENVIRONMENTAL ISSUE MATRIX
FORM

PROJECT NAME
Barge Docking Facilities

PROJECT NUMBER

Determinants	Definition	Impact			
		None	Minor	Moderate	Major
<u>Natural Environment</u>					
Earth	The physical properties of earth and earth movement: geology/erosion			/	
Water	Water movement and properties as support of all life and plant forms		/		
Air	Ambient air quality standards	/			
Flora and Fauna	Species of vegetation and wildlife (behavior, food source, breeding)	/			
Natural Resources	Renewable and non-renewable resources		/		
<u>Human Environment</u>					
Population	Growth distribution and density		/		
Soine	Levels of tolerance and safety	/			
Energy	Consumption reduction			/	
Historical/Archaeological	Cultural features and structures	/			

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 575
 Title An act relating to construction of Yukon River barge docking facilities
 Requested by House State Affairs - Christine Harder Date 3/4/80

II. FISCAL DETAIL

Agency Affected Transportation & Public Facilities
 Program Category Affected _____
 BRU, Program, or Subprogram(s) Affected _____

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES	1,500					
700 GRANTS, CLAIMS, ETC.						

TOTAL

FUNDING (Thousands of Dollars)

GENERAL FUND	1,500					
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

IV. DATE 3/4/80 PREPARED BY John Bates, Deputy Commissioner
 AGENCY DOT/PF
 PHONE 465-3900

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

HB

576

(7)

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

1/18, 80

Date: 1-24-78 80

Mr. Speaker:

The Committee on STATE AFFAIRS has had HS 576

"An Act making a special appropriation to the Legislative Council for a feasibility study on resettlement of refugees from Indochina in Alaska; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s) same title
- replace with CS for HS new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

W. H. O'Connell

Tom Martin

Ray [unclear]

Tommy [unclear]

W. H. O'Connell
CHAIRMAN

Can Alaska say 'no' to everyone?

Rep. Mike Miller of Juneau is pushing a bill through the state Legislature which would study the possibility of bringing a community of Laotian Hmong (formerly we called them Meo) to Alaska. Miller, a good and decent man, is being helped in his effort by the Valley Rotary Club in Juneau. What they are doing is very important to us, both as Americans and as Alaskans.

Not so many years ago, this nation was seriously engaged in keeping the communists out of Indochina. Many of those we came to save were unable to fully understand what we were doing there, but the Hmong understood. They hated the communists.

Laos is not a country in any traditional sense. For centuries, assorted conquerors—the Chinese, the Khmer, the Vietnamese, the Thai—swept across what is now Laos, but they paid little heed to the fiercely independent hill tribes, who in any event repaid unwelcome attention with violence. The French were unwilling to abide such a lack of structure; they imposed the present boundaries of Laos upon the tribes for the sake of administrative convenience. After the French went away, the princes and mystics down in the sleepy river capital of Vientiane exercised little jurisdiction over the Hmong; in fact, until fairly recent times many Hmong had never heard of Vientiane.

Soon after the U.S. came striding into Southeast Asia, many of our "allies" began to absent themselves from combat situations. Anywhere in the field you could hear people below the rank of E-5 asking aloud: If they don't care enough about this to fight, then what are we doing here? (I have, of course, cleaned up the language). But the Hmong cared. Directed mostly by CIA spooks, they fought the Pathet Lao bravely and successfully, and sometimes they even harassed the North Vietnamese Army.

But for all their valor, the Hmong were not crazy. They knew that if we got out, the communists would take over Vientiane, the cities, and the river country, and then attend to the liquidation of the Hmong. So the Hmong asked the Americans to take care of them if things reached such a pass; and the evidence is that our people promised help, even though it was later asserted that these statements did not bind the U.S.

We didn't take care of them, of course: we left Laos, in much the same secretive manner in which we had arrived. Sure enough, the Pathet Lao and their Vietnamese friends did exactly what the Hmong had predicted. Many Hmong died; others were imprisoned or treated in ways calculated to break their spirit; the rest live in



Steve Cowper

refugee camps in Thailand, wretchedly attended.

I believe we gave our word to the Hmong, and that we ought to stand by them. Mike Miller's bill seeks to redeem a part of the national honor in a way that also honors Alaska.

It is an appropriate time for Alaskans to make a gesture through which we can take a measure of public pride. Maybe it has something to do with the savaging of our people by the national press; or maybe we have, in recent years, witnessed the damage caused by greed and wastefulness to simple civility. We are not a mean and selfish people; historically Alaskans have identified themselves with compassion and generosity.

According to legislative staffers, the Hmong have been passed over for resettlement because of their lack of a written language and their difficulty in adjusting to urban living after so many centuries of a simple agricultural existence. But a group in Minnesota has successfully adapted itself to rural and

small town life and, incidentally, to the cold.

Mike Miller's bill is important in yet another aspect: it causes people to think about the refugee problem in a general sense. The persecution of the Hmong was politically inspired, as was the case with the Cubans, the Vietnamese, the Afghans and, in another decade, the Hungarians. Americans empathize with people who are escaping oppressive governments, even though our response is often hesitant.

There is another class of refugees that we had better address in an intelligent manner: economic refugees. The poor countries, especially those hooked on petroleum-based fertilizer and energy, are sinking into a sea of debt paper in order to keep their rapidly-increasing populations from starving.

Some of the poor countries are riddled with both political turmoil and economic disaster: indeed, it is difficult at times to tell which is cause and which is effect. Even if political stability could be conferred by a magic wand, a great deal remains to be done quickly in the poor countries to resolve questions of energy use, wasteful allocation of resources, and population control.

The international bankers, who recognize the magnitude of the problem, are keeping the poor nations afloat right now through generous loan

practices. They know that if those economies are allowed to collapse, the present trickle of economic refugees will become a flood. In the event of mass starvation, it does not take a great stretch of the imagination to envision hordes of refugees on the shores of the prosperous nations. If that happens, the alternatives will be to take them in—all of them—or to allow them to die. There will be no escaping that stark decision.

For those who think this last is idle paranoia, Haitians are arriving every day along the Florida coast. They are not running from the ministrations of the dictator "Baby Doc" Duvalier or the hated Tonton Macout, although they could be excused for doing so; they are instead economic refugees who look into the future and see the Grim Reaper.

The great American civil rights leader Bayard Rustin once said that we who believe in democracy must take chances. Mike Miller thinks we should be willing to take a chance that the Hmong settlement in Alaska will be successful and mutually beneficial to us all.

In the midst of all the scrambling over the oil money, those impulses seem worth pondering. Serious and dangerous things are taking place in this world, and it befits Alaska to assume a part of the responsibility for resolving them.

January 24, 1980

We support House Bill No. 576 and House Concurrent Resolution No. 41.

There are 13.2 million refugees worldwide due to oppression by governments, Communism, wars, and disasters. It has been estimated that only one of every two persons survives the long and dangerous journey to resettlement camps. Benjamin Rosenthal (D-NY), returning from a tour which investigated nine refugee camps in S. E. Asia, described them as "hellholes" where living conditions were "the most atrocious and grotesque that a human being can be in". (The previous information is from the Lutheran Immigration and Refugee Service..

The United States has pledged to take a large number of refugees now in camps. Most will die unless they are accepted into a country. They cannot remain where they are and live.

We believe that Alaska can play an important part in the resettlement of refugees. With over 20 million acres of prime farm land and over 100 million acres of grazing land, Alaska can be a leader in alleviating human suffering by providing an opportunity for subsistence farming.

Several subsistence farms currently exist in such areas as Hoonah, Haines and Delta Junction. Also there is a Russian settlement on the Kenai Peninsula. The research has been done to provide a basis for successful farming techniques in Alaska. It is now just a matter of applying what has been learned.

We would like to see Alaska take the leadership in providing a sign to the rest of the United States and the world that our government is responsive to the desires of the people in providing opportunity and freedom. In these difficult times, America needs acts of human compassion to rebuild lost confidence caused by charges of imperialism.

*Verdell Jackson
Linda Jackson*

Verdell and Linda Jackson
390 Jackson Way
Box 164
Douglas, Alaska 99824

January 24, 1980

At its January, 22, 1980 meeting, the Organization to Assist Refugees (OARS) passed a motion supporting House Bill No. 576 and House Concurrent Resolution No. 41.

OARS recognizes the potential of the bills to make a significant impact in alleviating human suffering and regards this action as a sign to the rest of the world that the American Government is sensitive to needs of people around the world.

RACE RISE BOND

505 S. W. 4th St.

Verdell Jackson

372 G. P. O. Box 138

...along with them? point, though, the capital movers will be acquainted with reality. In the real world, people and issues as crucial as the oil we cannot be bought and sold like so much handiwork. In the real world, issues with impact such as the capital move must be made in a responsible manner, not by "horse

My Turn

By DAVID M. HEAUME

Late last summer, Alaskans learned that higher oil prices would create a huge continuing surplus in the State government budget (estimated at between \$300 million and \$600 million for the present fiscal year). Since that time the Press has documented a grand outpouring of ideas as to how the money could be spent to better our lives and to increase our standard of living. To my knowledge, there has not been even one public suggestion as to how we might use a small part of our new wealth to benefit others.

Our apparent eagerness to indulge ourselves has not gone unnoticed by the rest of the world. The distasteful biblical spectacle of the rich man refusing to give Lazarus even the crumbs from his table fits too well what has become a growing public perception of Alaskans. We are viewed as the blue-eyed Arabs of the North greedily toting up ways to spend our new found riches while the single greatest human tragedy since the holocaust plays itself out in Southeast Asia. Even our gestures appear selfish. We talk of selling or giving salmon to starving Cambodians, not because they are desperately in need, but because we fear a glut on the market and a sharp fall in prices.

Personally, I am convinced that the image of Alaskans as insensitive and greedy is warped. We do not lack concern, only an idea. We are not unwilling to share with others; just unable to see how an influx of unskilled labor into our already weak urban job markets can much help anyone. If a way could be found, I believe Alaskans would move to the forefront in the effort to assist the Indochinese refugees.

As it happens, a way may be at hand. A bill will soon be pre-filed in the Alaska Legislature to appropriate \$50,000 to study the feasibility of relocating up to five hundred (Laotian) Hmong refugee farmers in a self-sustaining agricultural community here in Alaska. Through the use of innovative technology and local building materials, it may be possible to better at least a few lives. In addition to examining alternative technologies and appropriate building techniques, the study would consider what combination of State, federal and private aid can best finance the project. One possibility (that could even be mandated for consideration) is that a minimum percentage of the project be financed by the new farmers themselves out of contributions raised in a national fund raising drive. Some key Hmong leaders presently live in Billings, Montana and, conceivably, could help to coordinate such an effort.

The Hmong are Laotian mountain people of Chinese extraction who fought against the Communist takeover in Laos. In so doing, they lost their arms, many of their people, and most of their possessions. Since their defeat, they have learned just how quickly American promises can slip into the unremembered past. Despite official assurances of American resettlement aid and assistance, tens of thousands of Hmong people are presently living in Thai refugee camps, and have been for several years.

Although the Hmong were among the first refugees to enter Thailand's camps, they may well be among the last to leave. The attention and assistance given earlier to the Vietnamese boat people, and now to the Cambodians has come puffy at their expense. Resettlement of some Hmong in their own farming community here in Alaska could dramatically improve matters for those in the

Refugees and Alaska

to be resettled, even given the rigors of the rural Alaska lifestyle. More importantly, an Alaskan effort aimed at assisting the Hmong could refocus international attention on their needs. Life on a farm in Alaska is no picnic, but then neither is life in a refugee camp. Compared to the alternative of continued incarceration or death, a chance to begin again in Alaska comes off as a rare opportunity indeed.

Westerners are certifiably incompetent at determining how best to assist persons from other cultures. For this reason, we must not jump to conclusions as to the potential success or the potential cost of the project. One important feature of the proposed study is consultation with the Hmong themselves. Helping them in accord with their own standards and their own expectations may prove to be considerably more "do-able" than one might initially suppose.

Even so, it must be admitted that many potential problems do come to mind when one begins to think about this idea. Not the least of these is the problem of land availability. Unless the federal government fulfills its D2 and Statehood Act obligations, it is hard to see how room for the Laotians could be found in Alaska. On the other hand, Laotian resettlement could be the wedge that pries free the State's full land entitlement from the federal government.

Because there are potential problems, no one is yet asking Alaskans to support resettlement, only to keep an open mind on the subject. Refugee resettlement has been declared the issue of the year by Rotary International.

The bill to fund the proposed feasibility study was drafted in response to a resolution passed in October by the Glacier Valley Rotary Club of Juneau. As President of the Glacier Valley Rotary Club, I can say that our members and other willing to consider this effort are not yet convinced that refugee farms will work, only that their establishment should be given careful consideration. I would hate to think that we foreclosed a chance to help others, to increase our own self-respect and to enhance our own self image without so much as a careful look at the possibilities.

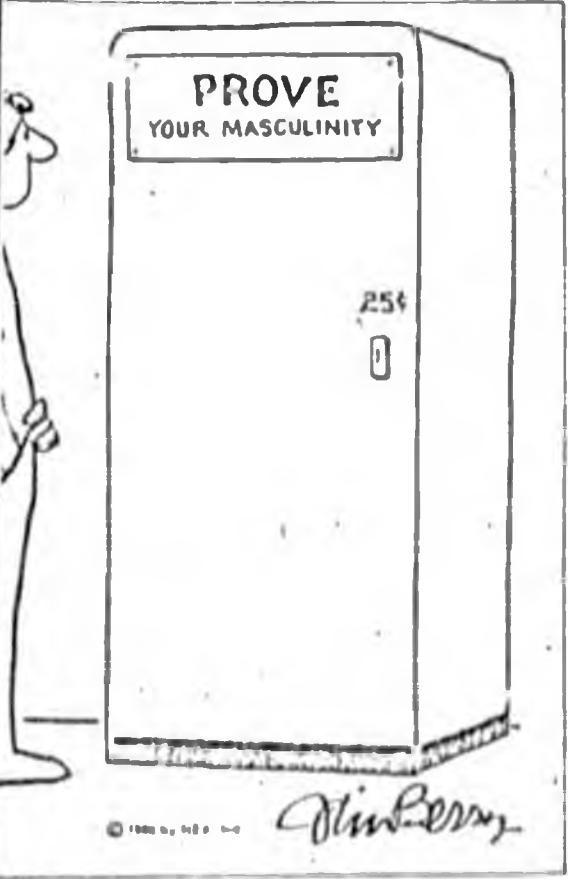
Precedent exists. Self sustaining agricultural farms have been part of the Alaskan landscape for many years. Physically, it can be done. The questions are: "At what cost?" and "In what manner?" We need to make a serious effort to find the answers.

Alaska's willingness to explore new and innovative solutions to the refugee problem could help lead to the problem's successful resolution, even if resettlement in Alaska is found to be totally unreasonable. One idea can give birth to another. The proposed study gives this process a chance to work. We ought to be willing to do at least that. In the words of Pope John Paul II:

"We cannot stand idly by, enjoying our own riches and freedom, if in any place, the Lazarus of the twentieth century stands at our doors. Riches and freedom create a special obligation. The poor of the United States and the world are your brothers and sisters. You must never be content to leave them just the crumbs from the table. You must take of their substance and not just of your abundance, in order to help them. And you must treat them like guests at your family table."

Note: David Heaume is the principle economist for the Alaska Department of Commerce and Economic Development and president of the Glacier Valley Rotary Club in Juneau.

My's World



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Outdoors



Craig Medred

Empire Staff Writer

A word of warning

No one can ever forget the sound.

It starts with a dull, rumbling roar that builds and builds until the valley walls echo, and when it stops there is a deadly silence.

Such is the sound of an avalanche.

It should rightly send shivers down the back of anyone who skis or snowshoes the backcountry in the winter or spring. No one challenges an avalanche and wins.

They are overpowering.

Count your days on your fingers ye who do not fear them.

There are ways to survive avalanches, yes. It has been done. There are people who have been hit and lived to tell about it, and because of that it is only wise to know what to do when caught up in a snowslide.

The best advice, though, is to stay far away from them.

Stay to the heavy timber or the ridge tops. Stay out of the barren valleys. It does not take a genius to spot an avalanche slope, especially in this country.

The valley will usually be bare as a baby's bottom, having been scoured clean by regular winter slides. Near the valley floor, they will, at best, be a maze of alders and small evergreens.

Avoid that. It is called a runout area, and if anything lets go above, it is the wrong place to be.

A better route is in the trees below it, protected from a sliding mass of snow.

There is much to learn about avalanches. This is not meant to be a primer on either how to avoid them or how survive them. That takes more information than can be printed here, and more common sense than any column can instill.

This column is meant, instead, as a warning.

People die in avalanches in Alaska every year. Many of them die needlessly.

It has been a long time since anyone died under a pile of snow in the Juneau area. Whether to call it luck or knowledge, I do not know.

What I do know is that Southeast Alaska is a prime place to be buried by an avalanche unless you're always watching for it.

Avalanche

Blasting snow to save lives

One is all it takes.

Avalanches drop with stunning swiftness. They catch people up in a raging torrent of flowing snow. Often, they kill.

More people died in avalanches in Alaska in the 1970s than in any other state, according to statistics. That is not a per capita figure.

In actual numbers, Alaska, the least populace state in the union, led the nation in avalanche deaths.

Skiers, snowshoers and others still go into the mountains unaware of the dangers, Norm Wilson, an avalanche expert said.

Wilson was in Juneau this week to conduct avalanche training sessions at the Eaglecrest Ski Area. A four-day field seminar, which ended Thursday, was designed to teach ski area personnel and others the fine points of avalanche control.

Blasting and other methods are used throughout the winter at Eaglecrest to keep the slopes safe from avalanches.

"You have to see it, feel it, hear it, work with it," Wilson said. "It (avalanche control) is not a science. It's an art, a well-defined art, but an art."

"The variables are endless." The effectiveness of dynamiting avalanches is "very, very high," Wilson said, but "it's not 100 percent."

"Once in a while, because we're working with mother nature, we're going to be fooled," he said.

Still, he said, skiing in an area where avalanche slopes are regularly monitored is safer than driving in Los Angeles or any other large city.

The greatest avalanche danger exists in back-country areas, he said.

People going into the moun-

tains in the winter need to be aware of the danger and what to look for, or avoid.

"The public awareness along with the public need is growing," he added.

Seminars like the one at Eaglecrest help foster that public knowledge. In addition to Phase II seminars, such as those held at Eaglecrest, the National Avalanche Schools, under which Wilson runs the program, conducts a Phase I seminar "to give the student the best understanding of avalanche phenomenon...control fundamen-

tals...and) avalanche rescue." There is also a Phase III seminar for specialized avalanche-control training.

Wilson has worked in avalanche areas and taught avalanche-control throughout the West. He teaches a dozen seminars every year. Each attracts 10 to 15 students, he said.

The Eaglecrest school, sponsored by the U.S. Forest Service, drew 18 participants from Eaglecrest, the Forest Service, the city-borough and the state Department of Transportation.



Dynamiting snow



Norm Wilson

GOVERNOR, MRS. QUIE
HOST REFUGEE MEETING

Mrs. Albert H. Quie, a member of the ARC advisory committee in Minnesota, recently invited business,

labor, religious and civic leaders to a lunch meeting in the Governor's Residence to hear a report from ARC's chairman and to ask their support of Indochinese refugees. Stormy Greener, photographer-writer of the Minneapolis Star and a member of the Minneapolis/St. Paul ARC steering committee, reported on her trip to "boat people" camps. Her photographs, which have received nationwide attention, will be the basis of an ARC slide presentation for sponsor development.

FUNDS
URGENTLY
NEEDED

ARC's efforts to help resolve a rapidly worsening crisis require contributions. The American Refugee Committee depends entirely upon private support and receives no Federal funds. Three offices now are in operation, and others are being planned. The approximate cost of recruiting, evaluating and following through on each sponsor is \$50. Thus \$50,000 is urgently needed for the current sponsor campaign as well as funds for medical programs and transportation projects being planned. ARC is incorporated as a not-for-profit corporation and contributions are tax deductible by IRS ruling.

While several foundation and corporation requests are pending, immediate needs urgently require contributions. Please do help now.

* * * *

American Refugee Committee
310 Fourth Avenue South, Room 410
Minneapolis, MN 55415

American Refugee Committee
317 Howard Street, Room 201
Evanston, IL 60202

American Refugee Committee
1630 Crescent Place, N. W.
Washington, D. C. 20009

Neal Ball
One American Plaza
Evanston, IL 60201

HB

589

(7)

COMMITTEE REPORT

HOUSE

1/22/80

FURTHER: FINANCE

Date:

31 Jan 80

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 589

"An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of the Near Island bridge; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

Joseph P. ...

...

Bill ...

...

...

...

...

...

...

...

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

CHAIRMAN

THE FOLLOWING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

Near Island Bridge
HB 589 - Zharoff

HOUSE BILL 589

ZHAROFF

House Bill 589 would make a special appropriation to the Department of Transportation in the amount of \$12,600,000 and would provide for the construction of a bridge from Kodiak Island to Near Island. The construction of the bridge would provide access to two (2) badly needed harbor sites: Dog Bay and Trident Basin. Not only would the avenue for access be provided, but it would open Near Island to residential, recreational, and industrial development.

Funding Information
General Fund \$12,600,000
Other Funds -0-
\$12,600,000

Introduced: 1/22/80
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY ZHAROFF

2 HOUSE BILL NO. 589

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities for con-
8 struction of the Near Island bridge; and providing for
9 an effective date."

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

11 * Section 1. The sum of \$12,600,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities for construction of
13 the Near Island bridge.

14 * Sec. 2. The appropriation made by this Act is for a capital project and
15 is subject to the provisions of AS 37.25.020.

16 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
17 070(c).

GOALS AND OBJECTIVES

Following is a delineation of goals and objectives to be considered by the community as a basis for this plan and use a means for determining proper methods of implementing the plan. The goals presented herein generally apply to the community as a whole and are designed to represent methods by which the citizens and local governments can improve their community and its components. The objectives should be viewed as statements of intent, and the direction towards which efforts will be expended in trying to achieve the goals. As presented below, the goals are not arranged in any particular order of importance or priorities. The objectives apply those goals to possible methods of development of Near Island, in other words, how can the community achieve its goals, either in part or in total, through the development of Near Island. It should be remembered that these goals do not represent hard and fast rules but rather they should act as general guidelines in helping the community to determine the direction of their efforts in trying to improve the quality of the community.

GOAL: To provide adequate accessory facilities needed to help maintain and foster the growth of the fishing industry in the Kodiak area.

OBJECTIVE: Provide a small boat harbor and ancillary facilities on Near Island at Dog Bay adequate to handle the existing and future harbor facility demands generated in the Kodiak area.

GOAL: To protect and strengthen the business core of the City of Kodiak.

OBJECTIVE: Restrict general commercial development on Near Island that might compete with the position of downtown area of Kodiak as the commercial center of the community with the exception of those uses needed to serve development on the Island.

GOAL: To foster the logical, controlled development of the tourism industry in the Kodiak area.

OBJECTIVE: To provide tourist-oriented facilities that will take advantage of the natural amenities provided by Near Island and the Kodiak area.

GOAL: To protect and enhance the aesthetic qualities of the Kodiak community.

OBJECTIVE: To provide park land and open space on Near Island that will contribute to its desirability as a place to live and visit and that will preserve the natural beauty of the Island as it is viewed from the developed portions of the City of Kodiak.

GOAL: To insure that development and land use in the Kodiak community is of such quality that it will enhance rather than detract from the quality of life in Kodiak.

OBJECTIVE: To enact and administer land use controls on the development of Near Island that will insure the quality of development is such that the entire community will benefit from it.

These goals and objectives are presented as a part of the plan. They should be carefully considered in order to determine the degree to which they conform to the community's desires to determine whether or not they can be realistically implemented.

There are a variety of means available to the community for accomplishing the goals and objectives as well as the specific land use recommendations proposed herein. First the City is in an excellent position to help realize the maximum benefits from the planning process due to the municipal ownership of Near Island. Obviously there is no more direct control of land than ownership. Through this authority, attention should be paid to how and in whom future control of the land involved is vested. Of equal importance is the purpose for which the land is likely to be used. Also, through ownership of the land, there are several land use controls that most municipalities do not have an opportunity to exercise. Through the sale of the land, subdivision covenants and deed restrictions can be placed upon it that can determine the type of quality of development placed thereon. If portions of the land are disposed of through the use of long-term leases, conditions can be included in such a lease that will again give the community

a certain amount of control over the ensuing land use patterns.

There is, of course, the conventional land use controls that are vested in any Alaskan municipality or local government that exercises planning and zoning powers. Zoning controls placed on the land will obviously restrict the use of the land to those developments allowed within the specific zoning district utilized. If portions of the land are subdivided prior to its disposal by the City, the design of that subdivision can help dictate the way in which the property is used. Other land use controls such as special exceptions, conditional use permits, and planned unit developments can also be utilized. These types of controls will be discussed later and should be given careful consideration as to their ability and applicability in this instance. Finally, priorities set within the community is Capital Improvements Program which can have a great and lasting effect upon the development pattern that takes place on the Island.

All of these controls should be considered. Many of them or combinations thereof will undoubtedly be appropriate for use in helping to implement the goals and objectives described above.

CITY OF KODIAK
RESOLUTION NUMBER 5-80

A RESOLUTION OF THE CITY OF KODIAK REQUESTING GOVERNOR JAY HAMMOND AND THE ALASKA STATE LEGISLATURE TO FUND BOAT HARBOR EXPANSION (DOG BAY OR TRIDENT BASIN) AND THE NEAR ISLAND BRIDGE AND FURTHER PLACING THESE PROJECTS AS THE CITY'S TOP PRIORITY CAPITAL CONSTRUCTION PROJECTS.

WHEREAS, the Kodiak Boat Harbor has been greatly overcrowded for many years, making it extremely frustrating, time consuming, dangerous, expensive and often impossible for commercial fishermen to safely moor their vessels; and,

WHEREAS, Kodiak is one of the nation's principal sources of seafood and boat harbor facilities are woefully inadequate to accommodate this ever expanding growth; and,

WHEREAS, Kodiak has been identified as a prime center for bottom-fish development; and,

WHEREAS, many fishermen have to waste expensive fuel running auxiliary engines because of lack of access to electrical shore power; and,

WHEREAS, oversized vessels (such as 108 footers in 75 foot stalls) are repeatedly causing expensive damage to the floats and pilings in the present harbor; and,

WHEREAS, vessels tied many deep outside cannery docks because of lack of space in the boat harbor have done extensive damage to cannery docks and pilings, and made normal loading and unloading operations extremely time consuming, frustrating and expensive for both vessel and cannery personnel; and,

WHEREAS, over the past Christmas holidays the inevitable happened during a windstorm and three vessels with a total value well over one million dollars were tied abreast at King Crab, Inc. dock and broke loose, drifting along the waterfront and damaging vessels moored at other cannery docks before finally hitting the harbor breakwater; and,

WHEREAS, the Kodiak fishing fleet has been paying large and increasing amounts of Motor Marine Fuel Tax and Raw Fish Tax dollars to the State of Alaska coffers and some of those revenues are dedicated to boat harbors; and,

WHEREAS, the City of Kodiak increased the sales tax last fall by two percent with these additional revenues dedicated to harbor development and roads, thereby showing a financial commitment of our community; and,

WHEREAS, the voters of the Kodiak Island Borough recently passed a twenty-nine million dollar bond issue to improve schools throughout our island, making it particularly important that our economy not stagnate or decline; and,

WHEREAS, the Kodiak City Council recognizes Dog Bay is the larger of two prime alternative boat harbor sites and it will accommodate in a greater capacity larger vessels as projected for the future in bottomfish development; and,

WHEREAS, alternative consideration must be given to Trident Basin if it will, in fact, accommodate the projected fleet and be substantially faster to build; and,

WHEREAS, any development of boat harbors on Near Island will be more cost effective through the early construction of a bridge; and,

WHEREAS, this bridge will provide the essential links for municipal services which will accommodate Dog Bay or Trident Basin boat harbors, from fire protection to utilities,

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Kodiak, Alaska, that Governor Jay Hammond and the Alaska State Legislature be strongly urged to assist in the immediate development of Kodiak harbors to accommodate fleets necessary for fishery expansion.

FURTHER BE IT RESOLVED that the State planning and construction of a bridge and road system for Near Island are essential to the City of Kodiak and the development of expanded fishery resources.

PASSED AND APPROVED this 29th day of January, 1980.

CITY OF KODIAK

By: Alan J. Beardsley

MAYOR

ATTEST:

Ray M. Baker
CITY CLERK

CITY OF KODIAK

RESOLUTION NUMBER 29-75

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KODIAK REQUESTING THE STATE OF ALASKA, DEPARTMENT OF HIGHWAYS TO CONSTRUCT A VEHICLE AND PEDESTRIAN BRIDGE ACROSS NEAR ISLAND CHANNEL

WHEREAS, the existing Kodiak Small Boat Harbor was originally designed to accommodate 210 boats and is now attempting to handle over 500 boats and there are 350 vessels on the waiting list for additional mooring space, and

WHEREAS, the City of Kodiak desires to expand its small boat mooring capabilities to serve the rapidly expanding fishing industry in the Kodiak area, and

WHEREAS, a comprehensive development plan has been prepared under the authority of the State of Alaska, Office of the Governor, Division of Planning and Research under Comprehensive Planning Contract Number Ak-CPA-10-19-100, and

WHEREAS, the Anchorage District, United States Corps of Engineers has held public hearings in Kodiak on the development of the Near Island Dog Bay Small Boat Harbor, and

WHEREAS, the Department of the Army, North Pacific Division Corps of Engineers has issued a Notice of Completion of Feasibility Report on Kodiak Harbor Alaska, Small Boat Harbor Improvement on October 8, 1975 for the development of Dog Bay Harbor in Kodiak, and

WHEREAS, the adoption of the project is subject to the provision that prior to construction local interests furnish assurances satisfactory to the Secretary of the Army that they will provide and maintain, without cost to the United States, adequate means of access between the Harbor and Community open to all on equal terms, and

WHEREAS, the City of Kodiak expects the construction phase of this project to commence sometime in the period 1978 to 1979;

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Kodiak hereby requests the State of Alaska, Department of Highways construct a vehicle and pedestrian access bridge across Near Island Channel connecting Near Island and the Dog Bay Small Boat Harbor with the State Highway system within the City of Kodiak, thereby establishing Near Island as origin and destination points within the Community.

PASSED AND APPROVED this 26th day of November, 1975

ATTEST:

CITY CLERK

John Forest
CITY CLERK

Telegram
City of Kodiak
October 11, 1979

TO: Senator Mike Gravel
3121 Dirksen Senate Office Bldg.
Washington, D. C. 20510

Senator Ted Stevens
260 Russell Building
Washington, D. C. 20510

The City of Kodiak is awaiting immediate congressional action on Dog Bay. The City Council understands that the bill is being held up in the Senate Water Resources Committee. Your help is needed.

Kodiak is behind this project 100%, as evidenced by 1,500 signatures on petitions in support of Dog Bay which have been forwarded to your office, plus City implementation of additional sales tax to pay our share of harbor development.

This is a vital economic and political issue for Kodiak.

Alan Beardsley
City Mayor

cc: Representative Young
Governor Hammond
State Senator Mulcahy
State Representative Zharoff
Anchorage Times
Kodiak Daily Mirror
Kodiak Times
Radio Station KMXT
Radio Station KVOK

DOG BAY HARBOR

STATUS

1/30/80

Representative Zharoff's office received a telephone call from Phylis Myrte in Senator Ted Steven's Juneau office 1/29/80 informing us that the U.S. Senate had passed 5872, a public works project bill for California to which the Dog Bay Harbor had been attached in the amount of \$8,597,000. It now goes back to the House for final approval.



Sugg. leg. file

October 10, 1979

Representative Fred Zharoff
P.O. Box 405
Kodiak, AK 99615

Dear Fred:

Per your request of the Kodiak City Council, I am setting forth the City's legislative priorities. Some of the items have received attention with back up information in the past and, of course, we will want to expand on each one as time goes on.

PILLAR MOUNTAIN/PORT EXPANSION. Pillar Mountain remains a critical issue facing the City of Kodiak. Of course, through your good offices as well as Senator Mulcahy's, we have received half a million dollars to study the mountain. However, we are now looking not only at the solution of the Pillar Mountain slide problem, but more positively at new port expansion and development.

Lois Kramer of Community and Regional Affairs is currently working on a draft report of which you have received, concerning the major fishing ports in Alaska with recommendations of where the State might concentrate port development monies. We suggest that with the Pillar Mountain situation being resolved through the expansion of port facilities (beneath the slide area) that Kodiak's viability as a major port in her analysis ranks strongly with Dutch Harbor.

The sketch rendering of Pillar Mountain and new dock facilities (forwarded to your office in earlier correspondence) shows how 800,000 cubic yards of material can be removed from the surface of Pillar Mt. with half of that material going as fill borrow material creating an eight acre expanded container storage area with a complimentary addition of two docks and one full scale container crane. As it is, our container storage areas are now over crowded with APL and Sea-Land vans. Under our arrangements with Alaska Terminal and Stevedoring (Bob Washburn) there has been some interest shown by Foss Tug and Barge to bring in domestic freight also in competition with Sea-Land.

All projections for growth in Kodiak, plus the above evidenced competitive activity between shipping carriers, substantiates the need for expanded port facilities.

Alaska's renewable resources should be paramount in State concern. These Kodiak dock expansions will emphasize the needed attention to developing and adequately handling the renewable fisheries resources, and accommodate potential oil development.

We are not advocating development of oil resources, but are fully aware of the impact this sort of development will have on our port facilities should the 1980 oil leases at Chiniak go through. Just the exploratory drilling done a few years ago, I am told, tied up existing docks substantially and conflicted with the adequate and timely shipment of fish product, the life blood of this port.

WATER RESOURCES. The City Council asked that adequate money be available for expanded water resources. As you know, the Monashka Dam was designed as a temporary dam with plans to develop a larger dam at that site which would provide for an additional 488,776,500 gallon storage capacity. Because of the delays caused by the Native Settlement Act, which now may be in the process of settlement through the Udahl Bill, costs have substantially risen so that a dam that was funded for \$900,000 would now cost 1.5 million. The City needs an additional \$600,000 to build the same dam at the end of next year.

Also, the City will be looking to develop backup systems to avoid potential break downs such as the collapse of the water system a few weeks ago. That was a particularly minor problem brought about by an unusual blossoming of algae which we can take care of through an annual inspection system. But, it does demonstrate that water can be cut off, even when it is there, by various means. We are looking to develop bypass systems at the upper reservoir so Monashka and Pillar Creek water can continue to come over the hill, as well as new and larger water mains servicing primarily our industry. We also hope to be able to install generator systems at Monashka and electronic pump signalling circuits to provide protection against loss of power at those sites and as a hedge against a system which currently relies on daily manual turn-on of those pumping stations.

TRAFFIC. Already the Director of Transportation has begun implementation of some of the City's request for traffic improvement. We are awaiting his exact written correspondence regarding the matter which we will forward to your office. The priorities that the City has established include the following: 1) traffic signals at Center and Benson and at Benson and Marine Way; 2) stop signs at Birch and Mill Bay; 3) State maintenance of the Pillar Mountain road; 4) flashing red light in front of the Fire Station; 5) upgrading of Mill Bay with widening considerations between Center and Birch; 6) greater emphasis on dust control through use of oil additives and/or calcium chloride treatments.

SEWER TREATMENT PLANT. There are approximately \$450,000 of modifications needed for the sewer treatment plant. We are currently dealing with DEC for more grant money to accomplish these. Currently we have made application before the deadline to convert the plant from a secondary to a primary plant. This will have the effect of eliminating some of the steps now employed in the plant and thus reduce the need for some expanded modifications. We are also in litigation with designers, Kramer, Chin and Mayo, and we may receive some relief. Your continued interest in this program will be greatly appreciated as the sewer treatment plant is designed to handle the needs of not only the City but the surrounding area which was encompassed within the proposed legislative annexation a year ago.

✓ NEAR ISLAND. The City is extremely anxious to develop a new boat harbor on Near Island whether it be Dog Bay and/or Trident Basin. However, it is of primary concern in either case that access be provided through State bonding of a high suspension bridge and primary road system for the island.

We would hope that this project could be added to a State bond election and/or funded from current State surpluses. We will be forwarding to your office a copy of the Trident Basin Feasibility Study under progress which should wrap all these costs together.

Kodiak has a lot of need, but we suspect part of the answer is that Kodiak has traditionally been bypassed in past years by many State appropriations which other cities have enjoyed. With the large surplus of State revenue this year we hope Kodiak will substantially benefit through these public works programs and therefore affect the future health of the State in the proper development of renewable resources.

Most sincerely,

CITY OF KODIAK

Clair W. Harmony
City Manager

CWH:k

cc: Senator Bob Mulcahy
Kodiak City Council

STATE OF ALASKA

J. S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER - DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

January 18, 1980

RE: Kodiak to Near
Island Bridge

Senator Bob Mulcahy
Alaska State Senate
Pouch V
Juneau, Alaska 99811

Dear Senator Mulcahy:

As requested, I am attaching a breakdown of the presently estimated 1980 costs for a bridge from Kodiak to Near Island. Since no detailed foundation investigations or right-of-way appraisals have been done, the estimates must be considered quite preliminary. Depending on these and other unknown variables, I would expect that the actual cost in 1980 dollars could vary up or down by \$2,000,000 or so. Please note that the Supplemental Capital Program submitted by the Governor includes \$400,000 for Planning and Preliminary Engineering.

Please let me know if you have further questions.

Sincerely,



R. D. Shumway, P. E.
Deputy Commissioner

Attachment

January 18, 1980

Preliminary Cost Estimate For
Bridge from Near Island to Kodiak

Note: All costs are in 1980 dollars.
To cover costs of inflation, add 10% per year, Compounded
annually, for costs incurred after 1980.

Preliminary Engineering, Studies & Permits	\$ <u>400,000</u>
Right of Way and Utilities	\$ <u>500,000</u>
Construction	\$ <u>9,000,000</u>
Construction Supervision @ 12%	\$ <u>1,080,000</u>
Subtotal	\$ <u>10,980,000</u>
Plus 15% Contingencies	\$ <u><u>1,647,000</u></u>
TOTAL (1980 dollars)	\$12,627,000

Near Island Bridge costs -
current DOT Figure -
Roy Shumway

13.2 million

break down costs -

engineering	400,000
rightaway + clearance	500,000
construction costs	9,000,000
constructual engineering	1,080,000
contingencies	1,700,000
	<hr/>
you to	12,680,000
	13,200,000
	12.6



LOCATION MAP

THE PRECEDING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

HB

593

(7)

COMMITTEE REPORT

HOUSE

1/22/80

FURTHER: FINANCE

Date: _____

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 593

"An Act making a special appropriation for a grant to the City of Delta Junction for various projects; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

John G. Zeller

Tony Gustafson

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

Ray M. McCollie
Bill Johnson
Tommy M. ...

CHAIRMAN

City of Delta Junction

Box 229

Delta Junction, Alaska 99737

The North End of the Alaska Highway

January 14, 1980

Representative Pappy Moss
District 19
Pouch V
Juneau, Alaska 99811

Dear Pappy;

Per our telephone conversation of today (January 14, 1980) the city is submitting the following list for consideration for FY81.

Multi-purpose facility \$75,000.00
Senior/youth activities

1. addition 20x40 to house crisis center store room (this is for persons who are burnt out and other disasters.
2. garage for 2 vehicles, plus tool stall and arctic entrance.
3. vehicle for seniors (van for transportation of persons) plus radio (CB/VHF) and storage fuel tank.

Library \$10,000.00

1. arctic entrance and replace front door.
2. storm windows and storm door for back.
3. repair railing on back door.
4. insulate underneath building and wrap pipes.
5. pressure check all pipes and plumbing and repair leaks.
6. antifreeze in heating system.
7. alarm system for low temperatures.
8. library book shelving.
9. typewriter.

Park \$50,000.00

1. fencing (900 ft).

2. bleachers (2 sets)
3. back stop (baseball) 2 each.
4. maintenance equipment (mower, bush cutters etc.).
5. construction of restrooms.
6. cement slab for concession stand (14x60).
7. clearing.
8. baseball diamond, hockey rink, picnic area and exercise path.

Streets \$100,000.00

1. new construction.
2. upgrading and improvements
3. streets signs (name).

Sanitary landfill site \$30,000.00

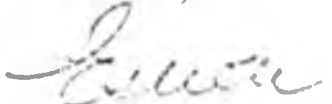
1. fencing (state requires fencing around new site)
for 40 acres.

Cemetery \$20,000.00

1. clearing and improving.

The total the city is requesting is \$300,000.00. Your help in these areas would be greatly appreciated. We all know how much you have helped us to date and thank you.

Sincerely



Estelle Schrupf
city clerk

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House Bill No. 593

Title Special Appropriation to the City of Delta Junction for Various Projects

Requested by H. Pappy Moss

Date _____

II. FISCAL DETAIL

Agency Affected N/A

Program Category Affected N/A

Budget Request Unit(s) Affected N/A

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	0	0	0	0	0	0

FUNDING (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

No administrative cost would be charged by the Department of Community & Regional Affairs.

IV. DATE January 25, 1980

PREPARED BY Mary Foster

AGENCY Community & Regional Affairs

PHONE 465-4734

Original: Legislative Finance

cc. Budget and Management

Prime Sponsor (If Not Legislator Named)

HB

605



Resolution to get with

- 1) Strong reason w/ + legis to mean rather employees w/ get out of ss that they do so only after they conduct a vote w/ + plan of opting out before they opt out

Whereas - findings of counsel
 Under - also stated
 also see w/ of by
 that employees
 should to max extent possible
 involve employees w/ to
 what benefit will opt out
 ss w/

(7)

COMMITTEE REPORT

HOUSE

1/23/80

FURTHER: FINANCE

Date: 2-9-80

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 605

"An Act authorizing municipalities to participate in the program of supplementary employee benefits; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HB 605 same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

John Bull

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

Terry [Signature] - No rec.

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]
CHAIRMAN

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE
(REVISED)

I. REQUEST

Bill/Resolution No. CSHB 605
Title An Act Relating to Participation in the State Supplemental Employee Benefits
Requested by _____ Date _____

II. FISCAL DETAIL

Agency Affected Administration - Division of Retirement and Benefits
Program Category Affected Labor Services
BRU, Program, or Subprogram(s) Affected 02-96-8-01-02-00 (OTHER BENEFITS)
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)
EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES		68.1	72.9	78.0	83.5	89.3
200 TRAVEL		2.0	2.2	2.4	2.7	2.9
300 CONTRACTUAL		75.5	21.1	23.2	25.5	28.1
400 COMMODITIES		.4	.4	.5	.5	.6
500 EQUIPMENT		4.5	5.0	5.5	6.1	6.7
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		150.5	101.6	109.6	118.3	127.6

FUNDING (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						
<u>SUPPLEMENTAL BENEFITS</u>		<u>150.5</u>	<u>101.6</u>	<u>109.6</u>	<u>118.3</u>	<u>127.6</u>

POSITIONS

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
FULL TIME		2	2	2	2	2
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

1. Estimate that there are approximately 20,000 employees and 150 employers under the current FICA program.
2. Estimate that 15 employers (2,500 employees) will join the SBS program in FY 81.
3. Assume all cost will be borne by the Supplemental Benefits Plan.
4. Administrative costs per attachment.
5. This fiscal note revises the fiscal note to CSHB 605 dated 2/20/80 by removing the position of deputy director.

Paul B. Arnoldt

IV. DATE 3/11/80 PREPARED BY Paul B. Arnoldt, Director
AGENCY Division of Retirement and Benefits
PHONE 465-4360

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named) Representative Mike Miller
Office of the Governor (Keith Specking)

Attachment for CSHB 605

Personal Services FY 81 -- Assume 7% inflation on personal services.

Accounting Tech. I, Range 12B	Salary \$1,814 x 12 =	\$21,768
	Benefits	3,298
	FICA	1,448
	Health	1,524
		<u>\$28,038</u>

Retirement & Benfits Specialist III, Range 18A	Salary \$2,640 x 12 =	\$31,680
	Benefits	4,800
	Supplemental Benfits	2,107
	Health	1,524
		<u>\$40,111</u>

Travel FY 81

(3) trips to political subdivisions	\$ 2,000
-------------------------------------	----------

Contractual FY 81

Printing and Advertising	\$ 5,000
Data Processing Design and Implementation Cost	70,000
Telephone (\$250 x 2 positions)	500
	<u>\$75,500</u>

Contractual FY 82 -- Assume 10% inflation.

Printing and Advertising	\$ 5,500
Data Processing Maintenance Cost	15,000
Telephone (\$275 x 2 positions)	550
	<u>\$21,050</u>

Equipment FY 81

(2) Work Stations @ \$900.00 each	\$ 1,800
(2) Calculators @ \$240.00 (printing)	480
(1) Side Chairs @ \$185.00	185
(1) Microfilm Viewer @ \$2,000	2,000
	<u>\$ 4,465</u>

1	POSITION TITLE Accounting Technician I			RANGE/STEP 12B	BARG. UNIT. G	LOCATION Juneau	GOV	APPROV	DISAP
2	TYPE OF POSITION PFT	STAFF MONTHS 12	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG		

3	TYPE OF EXPENDITURE	AMOUNT
	1	2
4	PERSONAL SERVICES: SALARY 1814/Month	21,768
5	BENEFITS	3,298
6	FICA	1,448
7	HEALTH INS.	1,524
8	TOTAL PERSONAL SERVICES	28,038
9	TRAVEL	
10	CONTRACTUAL	250
11	COMMODITIES	200
12	EQUIPMENT	1,050
13	OTHER	
14	TOTAL COST	29,538

JUSTIFICATION:

In accordance with personnel guidelines, an Accounting Technician I is needed to prepare source documents to be input into the system and to adjust or correct dollar amounts. This position will review the computer transaction journals and error reports, making the necessary corrections. Twice a year this position will audit employee statements. The Accounting Technician I will work closely with State payroll. This position will additionally work with the carriers to reconcile premium amounts. We are estimating 2,500 new accounts in FY 81 which will necessitate this addition of a position.

	CODE	FUNDING SOURCE	
15		FED RCPTS	
16		GF MATCH	
17		GEN FUND	
18		I-A RCPTS	
19		PGM RCPTS	Suppl. Benefits, 29,538
20		OTHER	

21	CONTINUATION	
22	ADDITION	FOR B&M USE ONLY

AA KEY NUMBER _____ COLUMN NO. _____

AGENCY Administration PROGRAM AREA Labor Services

BRU Retirement & Benefits

COMPONENT Other-Supplemental Benefits

13 REQUEST FOR NEW POSITION.

FY 81

1	POSITION TITLE Retirement and Benefits Specialist III			RANGE/STEP 18A	BARG. UNIT. G	LOCATION Juneau	GOV.	APPROV.	DISAPP.
2	TYPE OF POSITION PFT	STAFF MONTHS 12	RP No.	PCN No.	PRIORITY	FORM 12	PAGE/LINE	LEG.	
3	TYPE OF EXPENDITURE			AMOUNT					
	1	2	3						
4	PERSONAL SERVICES:								
	SALARY	2,640/Month	31,680						
5	BENEFITS		4,800						
6	FICA		2,107						
7	HEALTH INS.		1,524						
8	TOTAL PERSONAL SERVICES		40,111						
9	TRAVEL		2,000						
10	CONTRACTUAL		250						
11	COMMODITIES		200						
12	EQUIPMENT		1,325						
13	OTHER								
14	TOTAL COST		43,886						
JUSTIFICATION:									
This position is responsible for establishing, implementing and maintaining the Supplemental Benefits Program for the political subdivisions. This position interfaces with the consultants for the program, the carrier(s), Data Processing and State payroll. This position explains all laws, regulations and benefits provisions to the municipality participants and employers. Travel throughout the State to the respective municipalities has necessitated the addition of a specialist for increased services to the participants.									
	CODE	FUNDING SOURCE							
15		FED RCPTS.							
16		GF MATCH.							
17		GEN. FUND							
18		J-A RCPTS							
19		PGM RCPTS	Supple. Ben.	43,886					
20		OTHER							
21	CONTINUATION								
22	ADDITION	XXX	FOR B&M USE ONLY						
4A KEY NUMBER _____ COLUMN NO. _____									

AGENCY Administration PROGRAM AREA Labor Services

BRU Retirement & Benefits

COMPONENT Other-Supplement Benefits

FY 81

13 REQUEST FOR NEW POSITION

Page 4 of 4

REVISED DATE _____

STATE OF ALASKA
Inter-Department Route Slip

TO: *Cap 102*
MAIL STATION NUMBER 3100
DEPARTMENT Alaska State Legislature
ATTENTION Representative Miller

- | | |
|--|--|
| <input type="checkbox"/> Approval | <input type="checkbox"/> Note & Return |
| <input type="checkbox"/> Signature | <input type="checkbox"/> Initial & Return |
| <input type="checkbox"/> Comment | <input type="checkbox"/> Return As Requested |
| <input type="checkbox"/> Contact Me | <input type="checkbox"/> Return For Approval |
| <input type="checkbox"/> Prepare Reply | <input type="checkbox"/> Necessary Action |
| <input type="checkbox"/> For Your File | <input type="checkbox"/> Your Information |

Remarks:

FROM:
MAIL STATION NUMBER 0208
Admin/Admin Services
DEPARTMENT _____
BY Judy Crondahl DATE 2/21

02-002 (REV. 10/73)

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 505
 Title An Act Authorizing Municipalities to Participate in the Program of Supplemental
 Requested by _____ Date _____ Benefits

II. FISCAL DETAIL

Agency Affected Administration - Division of Retirement & Benefits
 Program Category Affected Labor Services
 BRU, Program, or Subprogram(s) Affected 02-96-8-01-02-00 (OTHER BENEFITS)

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES		125.3	134.1	143.5	153.5	164.3
200 TRAVEL		2.0	2.2	2.4	2.7	2.9
300 CONTRACTUAL		75.8	21.3	23.4	25.7	28.3
400 COMMODITIES		.6	.7	.7	.8	.9
500 EQUIPMENT		5.7	-0-	-0-	-0-	-0-
600 LAND & STRUCTURES						
700 STATE TRS MATCHING						
100 BENEFITS						
TOTAL		209.4	158.3	170.0	182.7	196.4

FUNDING (Thousands of Dollars)

GENERAL FUND (Health)		2.9	3.1	3.3	3.6	3.8
FEDERAL FUNDS						
VETERAN'S FUND						
FISH & GAME FUND						
HIGHWAY FUND Deferred Comp.		2.9	3.1	3.3	3.6	3.8
AIRPORT FUND						
CAPITAL FUND Supple. Benefits		175.0	171.5	130.6	140.5	151.4
PERS		14.3	15.3	16.4	17.5	18.7
TRS		14.3	15.3	16.4	17.5	18.7

POSITIONS

FULL TIME		3.0	3.0	3.0	3.0	3.0
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

1. Estimate that there are approximately 20,000 employees and 150 employers under the current FICA program.
2. Estimate that 15 employers (2,500 employees) will join the SBS program in FY 81.
3. Assume all cost will be borne by the Supplemental Benefits Plan with the exception of the costs of the Deputy Director that are transferred to PERS, TRS and Deferred Compensation and Health Insurance under the Other Benefits categories.
4. Administrative costs per attachment.



IV. DATE 02/07/80 PREPARED BY Paul B. Arnoldt, Director
 AGENCY Division of Retirement & Benefits
 PHONE 465-4460

Original Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named) Representative Miller
 Office of the Governor (Keith Specking)

Personal Services FY 81 - Assume 7% inflation on personal services

Deputy Director, Range 23A	Salary \$3,809 x 12 = \$45,708
	Benefits 6,925
	FICA 3,040
	Health 1,524
	<u>57,197</u>

Accounting Tech. I, Range 12B	Salary \$1,814 x 12 = \$21,768
	Benefits 3,298
	FICA 1,448
	Health 1,524
	<u>\$28,038</u>

Retirement & Benefits	
Specialist III, Range 18A	Salary \$2,640 x 12 = \$31,680
	Benefits 4,800
	Supplemental Benefits 2,107
	Health 1,524
	<u>\$40,111</u>

Travel FY 81

(3) trips to political subdivisions	\$ 2,000
-------------------------------------	----------

Contractual FY 81

Printing and Advertising	\$ 5,000
Data Processing	70,000
Telephone (\$250 x 3 positions)	750
	<u>\$75,750</u>

Contractual FY 82 - Cost with 10% inflation excepting:

Data Processing Maintenance Cost	\$15,000
----------------------------------	----------

Equipment FY 81

(3) Work Stations @ \$900.00 each	\$ 2,700
(1) Calculator @ \$150.00	150
(2) Calculator @ \$240.00 (printing)	480
(2) Side Chairs @ \$185.00	370
(1) Microfilm Viewer @ \$2,000	2,000
	<u>\$ 5,700</u>

1	POSITION TITLE Deputy Director				RANGE/STEP 23A	BARG. UNIT G	LOCATION Juneau	GOV	APPROV.	DISAPP					
2	TYPE OF POSITION PFT	STAFF MONTHS 12	RP No.	PCN No.	PRIORITY		FORM 12 PAGE/LINE	LEG.							
3	TYPE OF EXPENDITURE			AMOUNT		JUSTIFICATION:									
	1		2		3										
4	PERSONAL SERVICES SALARY 3809/mo.		45,708				This position is requested with intent of dividing the vastly expanding Division of Retirement and Benefits under the management of two deputies. One will handle the Teachers' Retirement System (TRS) and the Public Employees' Retirement Sections. The other deputy director will manage the Research Unit and the Benefits Section including programs such as health and life insurance, deferred compensation, FICA, EPORS, and supplemental benefits. Duties will include maintaining liaisons with employers and carriers, making recommendations on statutory and regulatory changes, analyzing collective bargaining agreements and supervising dissemination of benefit information. The need for this position is in partly due to increased time needed by the director to testify on legislation and attend regularly scheduled board meetings.								
5	BENEFITS		6,925												
6	FICA		3,040												
7	HEALTH INS		1,524												
8	TOTAL PERSONAL SERVICES		57,197												
9	TRAVEL														
10	CONTRACTUAL		250												
11	COMMODITIES		200												
12	EQUIPMENT		1,235												
13	OTHER														
14	TOTAL COST		58,852												
	CODE	FUNDING SOURCE													
15		FED REPTS	DC	4.8%	2,826										
16		GP MATCH	FICA	4.8%	2,826										
17		GEN FUND													
18		FED REPTS	PERS	24.1%	14,191										
19		PEM REPTS	TRS	24.1%	14,191										
20		CHMFC	SBS	42.2%	24,844										
21	CONTINUATION														
22	ADDITION		FOR B&M USE ONLY												
4A KEY NUMBER				COLUMN NO.											

AGENCY _____ PROGRAM AREA _____

13 REQUEST FOR NEW POSITION

BRU _____
COMPONENT _____

FY 81

1	POSITION TITLE Accounting Technician I			RANGE/STEP 12B	BARG. UNIT. G	LOCATION Juneau	GOV	APPROV.	DISAPP.						
2	TYPE OF POSITION PFT	STAFF MONTHS 12	RP No.	PCN No.	PRIORITY	FORM 12	PAGE/LINE	LEG							
3	TYPE OF EXPENDITURE			JUSTIFICATION:											
	1	2	3												
4	PERSONAL SERVICES:			In accordance with personnel guidelines, an Accounting Technician I is needed to prepare source documents to be input into the system and to adjust or correct dollar amounts. This position will review the computer transaction journals and error reports, making the necessary corrections. Twice a year this position will audit employee statements. The Accounting Technician I will work closely with State payroll. This position will additionally work with the carriers to reconcile premium amounts. We are estimating 2,500 new accounts in FY 81 which will necessitate this addition of a position.											
5	SALARY	1814/Month	21,768												
6	BENEFITS		3,298												
7	FICA		1,448												
8	HEALTH INS		1,524												
9	TOTAL PERSONAL SERVICES		28,038												
10	TRAVEL														
11	CONTRACTUAL		250												
12	COMMODITIES		200												
13	EQUIPMENT		1,050												
14	OTHER														
15	TOTAL COST		29,538												
15	CODE	FUNDING SOURCE													
16		FED RCPTS													
17		GE MATCH													
18		GEN FUND													
19		I-A RCPTS													
20		PGM RCPTS		Suppl. Benefits,	29,538										
21		OTHER													
21	CONTINUATION														
22	ADDITION		FOR B&M USE ONLY												
4A KEY NUMBER _____ COLUMN NO. _____															

AGENCY Administration PROGRAM AREA Labor Services

DRU Retirement & Benefits

COMPONENT Other-Supplemental Benefits

13 REQUEST FOR NEW POSITION

FY 81

1	POSITION TITLE Retirement and Benefits Specialist III			RANGE/STEP 18A	BARG. UNIT G	LOCATION Juneau	GOV	APPROV.	DISAPP.						
2	TYPE OF POSITION PFT	STAFF MONTHS 12	RP No.	PCN No.	PRIORITY	FORM 12 PAGE/LINE	LEG.								
3	TYPE OF EXPENDITURE			AMOUNT		JUSTIFICATION:									
	1	2	3												
4	PERSONAL SERVICES:			This position is responsible for establishing, implementing and maintaining the Supplemental Benefits Program for the political subdivisions. This position interfaces with the consultants for the program, the carrier(s), Data Processing and State payroll. This position explains all laws, regulation and benefits provisions to the municipality participants and employers. Travel throughout the State to the respective municipalities has necessitated the addition of a specialist for increased services to the participants.											
	SALARY	2,640/Month	31,680												
5	BENEFITS		4,800												
6	FICA		2,107												
7	HEALTH INS.		1,524												
8	TOTAL PERSONAL SERVICES		40,111												
9	TRAVEL		2,000												
10	CONTRACTUAL		250												
11	COMMODITIES		200												
12	EQUIPMENT		1,325												
13	OTHER														
14	TOTAL COST		43,886												
	CODE	FUNDING SOURCE													
15		FED RCPTS													
16		GF MATCH													
17		GEN FUND													
18		I - A RCPTS													
19		PGM RCPTS Supple. Ben.		43,886											
20		OTHER													
21	CONTINUATION														
22	ADDITION		XXX	FOR B&M USE ONLY											

4A KEY NUMBER _____ COLUMN NO. _____

AGENCY Administration PROGRAM AREA Labor Services

BRU Retirement & Benefits

COMPONENT Other-Supplement Benefits

13 REQUEST FOR NEW POSITION

FY 81

HB

606

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

1/23/80

Date: 2-1-80

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 606

"An Act making a supplemental appropriation to the Alaska Council on Science and Technology for the northern technology grants program; and providing for an effective date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

[Handwritten signatures]

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

CHAIRMAN



THE ALASKA COUNCIL ON SCIENCE AND TECHNOLOGY

January 17, 1980

Representative Mike Miller
Alaska State House of
Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Miller:

Although the Council's annual report will be out shortly, I thought you would be interested in the details of the Northern Technology Grants Program. Therefore, I have enclosed a listing of this year's grant "winners" accompanied by a short description of what technologies they intend to demonstrate in 1980.

The Council expects most of the projects to be completed by Fall and will forward the results of the entire program or individual projects to persons or groups on request.

Please call if I may answer any question about the program.

Sincerely,

Christopher Noah
Executive Director

Enclosure

CN. :m