

ALASKA LEGISLATURE COMMITTEE FILES 1981-1982 06/2

2108 HT TRANSPORTATION COMM. MINUTES ETC. - HB 12

- 96 proj under contr; 76 complete
- unexpended \$69 mil carryover
- to be advertised: 100 mil by July
- Not adeq fed funding to cover  
all fed fndng by May
- 70-75 mil by July 1
- 100 mil - approx 30 projects

~~complete list of proj under contr, cost,  
staying program~~

~~77~~  
~~78~~  
~~79~~

76 proj - 70 advert by spring

reschedule Matlock for Friday

413 funding for DOT personnel (Bharosa)  
% ages on proj - average costs

728 Meta - utilize constn proj  
central monies to cap. proj

Hayes - explore total st funding for proj &  
Temp system  
Rel. strong interest in long-term planning

1780 Brian - fed vs st constn stds - what is cost  
diff

820 Row Brian  
PLU ('47) & utilities

Ads  
Logans  
Hutchings

2/10/81

# Transport Comm.

## Ports & Harbors -

10 Key Shermway  
 Steve Don Statter  
 '79 ~~118~~ mil 136  
 '80 203 mil 303  
 '81 300 mil - contracts upon Fed. Aid

119 Fed Aid  
 400 mil ADAP - no new Congress bill  
 '80 181-228 <sup>plan actual</sup> Proj

513 40% D+C utilize private contracts/consultants

532 Oral  
 530 mil - 7% to DOT  
 540 Sparks w/ exception of water bonds,  
 Majority did  
 552 Chart on 4660 for Wednesday

565 Hayes 96% Fed match  
 558 <sup>message</sup> BHTO Oct 1 1 bil nat'l - may freeze  
 305 Hayes 7300 mil -  
 316 Fanning funding form  
 328 Statter

watercraft fuel tax - 10¢ - rev support  
 3 mil  
 173 1st bond issue 20 mil \$10 mil <sup>Sparks</sup> flood costs  
 174 port dev study 22.5 mil  
 '78 port, harb, flood ctrl 33 mil  
 180 51 mil

Staff of 20 in div

- no oper program per se
- 95% fac leased to local govts to maintain
- D/C of marine vessels - rec resp
- 393 Bittle  
ongoing proj
- 394 Statter  
delay in proj
- 410 <sup>100 mil</sup> in 72, bal \$12 mil unexpended  
Chena River Lakes proj - North Star Bar, Kelling  
Hoonah, Ketchikan, Metlakatla
- 443 Status of proj  
in form for Committee by Statter
- 456 MIS - 2-3 mos remaining, by land  
Status of Proj report
- 471 Mitealfe  
long-term program for harbor fac
- 479 Statter - no answer; (no plan?)  
playing catch-up  
no planning element per se in this dir
- 505 Shum - Reg Trans Study  
review of studies - dir by Chice
- 523 Whittier - Bittle  
under contract - expansion completed this  
season  
Shotgun Cove
- 546 Bittle - Corps of Engineers work - slow
- 573 sec 107 - contng fund - fed/Congress
- 587 Ken - Corps involvement in proj  
Hoonah - 15 45'
- Small boat tube proj mostly locally sponsored
- 608 Mitealfe  
Sullivan's 130 proj - Statter vaguely fam
- 625 adj

2/9/81

Absent

~~Hayes~~  
Hayes

Transp Comm

→ ~~Hayes~~ ~~Hayes~~ ~~Hayes~~  
~~Hayes~~

log ~~107~~ → phone book overview

Hurry Jim Lee  
Telec Mal Horowitz

300

2

~~107~~ Organizational Chart

107 D.C. in line

regional presence of personnel  
p+p. M40 leg dir hq &

118 D+C structure change

133 Int'l Airports

funding structure

Miles Int'l - domestic

fuel fees higher - landing &

Int'l Airport fund

15 1/2 mil imprints change to bonds

226 AB 60 Ch 58

140 mil

55 mil in contract

40-50 later in eye

233 - Brian - AB 60

Bob <sup>resp.</sup> M15 - bugs - ironed out by Wed

→ Committee copy of status report

1) auth, spent, date

Brian existing of program designed & ready

280 → M40 of bugs cont of per level + adj call  
conting

308 Prison fed funds highways & airports

1.5 bil { '79 700 mil prison fund incl bonds grants  
'80 800 mil

145 mil prison to '80 session  
cal '80 - 90 mil from '80 session  
- 155 mil from prison to '80  
now 730 mil from '80 session  
380

→ [378] 325 mil this yr w/o appx '81

'82 end bal of 3100 mil

old proj too open & not built -

overprogram

carry over yearly proj

~~transfer monies~~

bond issues - proj - voters approve

st match

KAWA - auth monies per state

oblig built

190 mil carry over

new 150 mil - oblig 88 mil

aug 1 notify auth remainder

464 Brian float funds

if no prior yr - could float w/ st funds

484 Ken funding formula - confusion  
re! money structure

513 ARK - st ownership ques

pro - st paid then share I

to admin funds

corp structure ARK, holdings, mgmt options

Phase II Retention

548 Metcalfe ARA \$4-5 mil  
ICC predatory pricing study

556 Fred org't Chart DOT

→ supply flow chart to Dir level  
attach names

→ formula replacement for new  
equip in rural areas.

→ policy - music grant acct

Dept Admin - school grants  
REAA - DOE - still going there DOT

562 Brian mtg w/ AGC

ASP - in vol in D+C

Bob - not true - lesson rap from AGC

640 Long Range Temp Studies  
St. wide port, aviation raid

652 - adj -

0-239

Freeman absent

2/6/81

Brian 46 ABC proj prob  
SB ~~2~~ public fac bill

Joe Hayes 103

Fred 103 rural & urban proj delay

Ken 130 DOT vehicle queue policy  
Hwy Working Cap Fund

Brian 160 Div dir, fac oper  
thru/s session

Brian overview of cap budget  
rec to Finance Comm.

proj resp - Fed funding  
& what probs will arise

~~Carol Blyss~~  
2/9/81

Committee

meeting:

Aug. 31 -

Sept. 1, 1981  
MINUTES

9-9877

AGENDA

TRANSPORTATION COMMITTEE MEETING, AUGUST 31 and SEPTEMBER 1, 1981

MORNING SESSION

*Committee Assn -*

- 1) Marine Highway overview current happenings and status Rep. Duncan.
- 2) Haul Road overview and update. Rep. Abood.
- 3) Coal Resources overview and update. Rep. Metcalfe.
- 4) Agriculture and Railroad overview and update. Rep. Moss.
- 5) Fishing overview and update. Rep. Zharoff and Rep. Sutcliffe.
- 6) Discussion on maintenance formulas and federal monies.

AFTERNOON SESSION

- 1) Discussion of committees' goals (~~intertie with resources~~)
- 2) Joyce Munson will discuss her contract and how it relates with the House Transportation Committee.

MORNING SESSION

- 1) Rural-bush transportation (air, airports, ports, harbors, etc)
- 2) Wrap up of yesterday's discussions and directions and suggestions from committee members.
- 3) Discussion of the possibility of a public hearing in Nome about port facilities and erosion control.

If members need reservations for a place to stay and per diem for the committee member, (sharon must call steve to get that arranged through Juneau) (sharon needs to know how many will need reservations and to contact the Sheraton for those reservations)

Why are they charging  
cost 1000, = a trip.

Doug Burton - Why should they pull it  
out in Oct rather than March.

action to be taken by Trans. Committee

siding of Bartlett will not interfere

No of student affected -

= Check Southeastern =

- South east -

El James - Region 5 -

Jim Brooker - Sitka -

- 17 + 18 of Sept Valley ball jamboree -

- Cost benefit ratio - - air bus -

= economically =

- Dept. of Trans. -

~~Poffy~~ Dot leases its equipment to itself -  
fine come out of operating funds.

aware.

Tripling activity in the coming  
year -

(1)

688-3569  
Pappy Moss  
Engle River

Committee Meeting  
Aug 31, 1980 Anch L10.

Bette: Introduce Chuck Taylor Cordova School System  
Ed Nash - Student Activities State of Alaska

Bartlett after Oct. 24.  
if Bartlett until March - Hex Cord. School Dist.

Moss - Extra Curricular very important to the Educational Process  
School Spirit Reflected in the Classroom.

Aboard - Students affected?

taylor - 100's

Cost of Extended Service? \$1000 / Trip  
Kids + travel 1/2 fare  
Adults - other people + travel.

Discussion

Moss - Marie Hug. affects All Alaskans - Not just S.E.  
In Moving to Interior.

Cato - Budget cut 5% is going to Service - Not personnel. Admin. etc.

\* Aboard - Call to find why this time as opposed to Spring.

Ed Nash - Importance of Student Meeting Students  
Athletics - Music Festivals - etc

Ed Jara - Eree J.D. HS } effects of Schedule Change  
Jim Broshot Sitka HS }

Sept 17th - 18 Volleyball Tournament -> Ferry Schedule

(2)

Metcalfe:

Sea Cost-Benefit scale.

"Air bus" Concept. - Con rail"

Costs of Ferry vs. Air bus.

(House Research Agency?)

{ Burton  
Eide  
465-3950  
Overtime  
11:30 am

Cato: S.E. Input

Phone call to Mr. Burton - Follow up w/ letters <sup>Answer</sup>  
"Why change in Naval Operation this year?" In writing

Cato: Marie Huy. Systems.

Discussion Route of Bartlett change - Not by Glacier

Sta Sta "Vince Peety"

Brad Phillips "Glacier Queen" I & II. \$199 ton w/  
Westhaus

Set up Conference Call  
-----  
taped over  
"Sactape"

Chris - Port of Anch. - State should Not compete w/ private Enterprise

Break - 20 min

Rep. Arnold Haul Road Report.

7:00 am time - to Roadhouse

No Crushers -

300 yd dump - Need 20 yd. Belly Dump.

Need water trucks - People stop to let dust settle.

3

Mass. O.O.T. Fined themselves for Safety Violations

Sch. 3

Handwritten notes on the left margin, including "and" and "000".

000 Abroad - Hail Road Dismissed - Gravel - Material Available

050 Chris  
① P.O.A. 5 yrs. ca. and projects over NSHR  
② Yukon - Has big National Penetration  
Further into it  
③ Upholds duty of State Maintenance of Pavement - must be complete control budget

065 Abroad - Remain in check. Check on Road  
90% 18 vehicles ↑ up.  
4500 vehicles/month  
Over 5000 Month

Main Highway system

115 Call to Jackson  
the ~~reason~~ why this year?  
Last year ~~to~~ not pulled out

160 Doug K. for note - 1 - Don - May  
and security  
1st Card Jan 3

205 Also - High Security

210 de Ma - Variation Line - future - Treaty Police + 1 sub-system

220 Hand - Police also d

250 Doug - 2 - solving

300 Cato Budget Cuts

(4)

Long - Maint.  
DCT. Custody of  
Roads.

330 Abroad Budget

Personnel ~~same~~ <sup>same</sup> ~~same~~  
\$30 M. ~~initial~~  
1.5M cont.

Side

355 Atlantic for 5 central - Part of office Mar - April.  
Household w/ gen up for summer

It's up/maint has not been adequate.  
Call city maps. To get in to evaluate time of year necessity

420 - Wild. Life to gather. Ident. situation  
Main concern - King. Sen. staff summer up.

430 Problems in SF. School Dist.

450 One unit out. Check for priorities

550 - off

530 Release

600 Research School Dist + Ag. & R.F.

Copper Valley Road 600 mi. long. Per Day  
School buses have routes that normally a road would be on  
\$400,000 W1 Maintenance - Interior regions  
\$2.5M Delta II Roads  
- Should go to Delta I as Delta II is beyond Δ 2

Ag. Transportation includes storage for Ag products.  
- Roads between Valley - Delta road had in place as the

129-186 mi - Take cut-off to Pava.

5

Ag - 1yr ahead of schedule on Foreign Production  
Grass seed production

Coal by truck to F&K for Lewis field  
75 Million tons coal.  
Alloy available @ 20 M.T

- another item

Asbestos in between Chika - Eagle  
City for 1000-1500 people  
Taylor Taylor & Taylor

Opp. between Delta - Tok

Concrete Silica Stone, Lippman

Project Book 1 and 2, 3, 4, 5, 6, 7, 8, 9, 10

Grass seed with the S. T. area first because of  
1. transportation.

1057  
low down

State Presentation - (see tape)

9-1-81 - Home Transportation Committee

Disorder in Maintenance a Federal & International  
Personal Committee should look into Federal Road Restrictions

Current Philosophy - Not fully fund C.I.P.'s because  
of availability of demand federal \$.

"Ghost Program" C.I.P. Position Not Identified in  
Personal Summary

Acct in CIP

1 instance Director Not in Operating budget  
1400 CIP Positions

Now in Budget - start of these

CIP'S Hired for a certain Project.

Money take out of bond projects,

- Hiring and Retention policies -

Acce Admin Section

for some state employees through contracts

Now - Suggest a "watchdog" commission.

Also - Time Frames - for CIP position

2 year plan -

\$ is with (leave) to CIP if Not spent in time frame

\*

Now - How to prevent a Gov. Veto - in Budget - Interest

Food Bill Committee should be first priority

Not Committee dictating State

Don't want to put into Legislature and projects priorities

Now - Participation in Governor Budget

Committee letter to legislators

Sept. 21-24 Post Budget

Now Committee Meeting November

Also letter to Secoyal

Sept

- Pothole Patch w/ gravel?
- Regulations w/ Custody - Maint.? School
- C.I.P. Revamp.
- DOT Revamp.
- Transportation Resources / Hardie
- Expanded Roadbed
- Road Signs & Markings
- Federal Funding Reduction
- Expand Season in October

- Aboard Reimbursement
- Field Work

Comtee Meeting

Sept. 21 6:30pm Meeting - meal  
Cassia

Nov. to be determined

One

Sept 21 Committee Mtg.

Lucy's 7:00 pm  
[unclear]

Cato - Importance of Getting together

Abood - Deplorable condition of the Road - Spoke w/ Dept. Comm.  
John Horn Resident in DOT. for Haul Road  
Looking at Road cleaner to Arch. - Cold Patching is practiced  
37.5 hrs wk by Maint, Campo - Deplorable cond.

Moss - Funds will have been shifted from ~~other areas~~ to Haul Road.  
- Has covered approx 1200 mi of our AK Roads.  
- Maint. crews away from Headcenter - the poorer the  
Maint is - People <sup>(crews)</sup> are Mad - No overtime  
- Poor Equipment

"Leasing My equipment from another Department" leased back to me.  
- Road Materials are lousy - random types of Patch-fill.  
Road care Repair - Tok Cutoff - Rubber - Alcan Hump,  
Poor Roads are Not Contractor problem - it is  
Cemkald paving job has 3" cracks upto 2-3' deep.

31 mi Pch. - if we finish pavement, we cannot go back  
to the eds. fundise \$.  
Specifications by planners are too low  
then when problems arise - Maint. cannot handle patching

Mitch.  
Pappy spoke  
w/ Road crew  
State Engineer

Abood - has been in equipment field and these people want CAT 16's  
Not Champion 12's

Cato: - Light equip. used on Haul Road - long bid is Champions  
State write specs. too light.

Moss - Equipment in region is too light or not appropriate in the area.

Metcalf - Management and employment by objectives  
Managers have specific tasks

Cato - ~~Legislation~~ DOT is Not Accountable to the Leg.

Sutcliffe - Discuss the Fundamental Problems in transportation  
all to line w/ a boat 2 trips per year  
Economy in the established to justify 4 trips  
Ferry or regular scheduled is not needed.

Airports at Seward Point & Umanak will stimulate fishing  
Economy ... this could break the back of foreign fisheries.

Bottom fish will follow

Cost of 2 engine Prop and 737's in

as descent went up - aircraft became more desirable also  
Product Quality is better

white knuckled flight only not necessary as also Ecorit

Arch - Umanak - 3 1/2 hr flight - 8 hrs -

May power flight w/ short airies

Peace will buy jets if if importance extended

Docks will be developed by private sector

Metcalf - I feel <sup>Trans.</sup> committee should set goal - Trans. committee should set trans  
Budget - Not finance committee

Cato - w ent bathways

Vast improvement - All the D. routes

2-3 vehicles - Alaska - per day

Abood - Hal Kandra Work Road - Not a Siphoning Road.

Munson - In my status, ~~case~~ & Commission Report to H&S, T & Commission  
 Reg. Council Did not hear Request for Outside

Satchiff - Request that Chinn report work papers for 5, plus audit  
 false by Consultant Kasiloff Assoc. incamping out \_\_\_\_\_ in her  
 Contract -

CC. Memo to Cartier Members

Mao + Mahara - on Route for Noone Port road

Met - Ben. Ponce contact  
 Sut

Committee

meetings:

Name, Nov.

11, 81  
MINUTES, ETC

# Alaska State Legislature

## House of Representatives

### Committee on Transportation

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P.O. BOX 775  
VALDEZ, ALASKA 99626  
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State Capitol  
Juneau, Alaska 99811  
(907) 465-4858

Rep. Bette Cato, Chairman

#### MEMORANDUM

TO: Members of the House  
Transportation Committee

FROM: Steven M. Soenksen A.A.  
House Transportation Committee

DATE: November 10, 1981

RE: Committee Meeting in Nome

The House Transportation Committee will hold the final interim meeting in Nome November 14-17 1981. By now all committee members have been contacted either by letter or by telephone. This memorandum will further explain the agenda for this meeting.

Depart 8:30 am Sat. Nov.14 Anchorage Alaska Airlines flight 51  
Arrive 8:55 am Nome

Saturday Nov. 14 No Host dinner at the Roadhouse with questions and  
6:00 to 9:00pm answers from the public

Sunday Nov. 15 Fly to Koyuk, Elim, White Mountain, Galovin to view  
Daytime airports and talk with various leaders and people of  
Evening-open the communities. (One hour at each community)

Monday Nov. 16 Breakfast with Nome Chamber of Commerce at the  
8:00to 10:30 am Showhouse.

11:00 to 12:00 Briefing on the Nome Port in the City Council  
Chambers

Lunch Department of Transportation Employees at the Show-  
house.

1:00 to 2:00pm Meeting with Nome Public Schools

2:00 to 3:00pm Meeting with Bering Straits R.E.A. Superintendent of  
Schools

3:00 to 4:00pm open

Page 2  
Memo to Committee Members  
Nome Meeting

4:00pm Interviews with KICY Radio Station  
4:30pm Interviews with KNOM Radio Station  
5:00pm Interviews with Bering Straits Newspapers  
5:30pm Nome Nugget Newspaper

Evening Open

Depart 9:40am Tues. Nov. 17 Nome Alaska Airlines flight 51  
Arrive 1:15pm Anchorage

Hotel Reservations have been made, double rooms have been reserved.  
Airlines reservations have been made and tickets will be available for  
your pick up at the Anchorage Terminal for Alaska Airlines.

If there are any comments, questions, or other concerns about this  
meeting, please contact the interim office.

Thank you.

cc. Rep. Jack Fuller

City Council Charter 11-16-81

<u>Name</u>	<u>Address</u>	<u>Affiliation or Business</u>
JIM McMILLAN	Box 1701	UNITED BANK ALASKA
Bob Bean	Box 971	Name. Appraisal & Real Estate Services of Alaska
Kathleen McCoy	P.O. Box 610	Name Nugget
STAN ANDERSEN	Bx 321	City Council

File

None Committee Meeting Nov. 13-15, 1981

11-16-81

Chamber of Commerce  
Nome

Please write name and address and affiliation (business-occupation, etc)

<u>Name</u>	<u>Address</u>	<u>affiliation</u>
JIM McMILLAN	P.O. Box 1701 Nome, AK	UNITED BANK ALASKA

BOB BARRETT	Box 430 Nome, AK 99762	ALASKA AIRLINES
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Mike Metty	Pouch 400 Nome, 99762	Northwest Community College
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Vaughn K Munn	PO Box 11, Nome 99762	<sup>PRES - NOME CHAMBER OF COMMERCE</sup> MGR: General Tel Co
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Lee B. Rasmussen	Box 2 Nome	<sup>MAYOR CITY OF NOME</sup> NW. MAYOR'S CONFERENCE - OFFICE PRES. - ALASKA MAYOR'S CONFERENCE
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Laurene & Jim	Box 172 Nome	
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Larry & Belle	Box 131 Nome	
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Miguel Johnson	Nome Precinct Office	
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Floyd Bueden	Com. Leg. Affairs - HAD	
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Patricia J. King	Box 865 Nome	
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Neal J. King	" " "	
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At Home  
Rep Cato  
Rep Abood  
Rep Moss  
Rep Fuller

Nome - Meeting at the Roadhouse

Mayor -

\$2,500 apmt w/ Fed grant. maint. port. - small boat harbor

City Manager - Iva.

Fuller - until we have you off runway -

Cato - In spite of what development occurs, we need a statewide infrastructure -

11-15-81

Stanley Omanak - Governor

Ralph Eloya

Joe Dexter

Stanley set proposal to DOT to upgrade Airport

High water is flooded whole field from windward south. Airport should be above high water at all times.

Large airport to handle large planes - to pull fish out of fish coop.

Airport extension - Fuller got \$ for recon. study

About 3000-4500 for landed Hercules.

12'-16' water level. Also runway creates small boat harbor

Also 15 houses going in - could we get roads?

runway would need 5' to get above high water - Highest water 1-1/2' above flood level.

Myrtle Johnson - Has a copy

John Wylissa - FBK's. D.O.T.

'Dot took materials out of beach for road and now property and School is eroding very rapidly and property is being lost.

- Fishing is an industry "150" is old FAA - No Mount.  
- 2,100' and 4,500' Runways  
- Roads built by BLM - B.A. to Mares Point  
Elim - Crusher Probably not needed.

## Koyuk - Airport

Willows so close snow drifts  
SD 450 cut is OK for Mount, 2 yrs.  
Runway flights for emergency (sometimes shut out)  
use snow machines or burn rags.

Directional - not needed

Hurry in summer

Apron Park planes needed.

Cargo planes land on ice

Housing comes in 20 units Summer '82

Gravel from beach - Roads in Koyuk built w/  
beach gravel

Fish Co go Elim checks houses, people not paid  
through last summer

Shy and Carlton could use 3,000'

Troopers said there could not be Arineo tests because  
roads are not good enough.

Mud is a problem but not as bad as Elim.

Drainage is a real problem.

Curley Dixon worked w/Koyuk

Gordon Jackson works w/Tank on health care delivery

Nome Chamber of Commerce  
11-16-81

- Nome Highways are the runways and aircraft.  
We need airports like southeast needs marine Hwy.
- We have become complacent about death of our pilots  
truckers are subsidized - Why not small air  
We need larger airports currently, 24-2600', extension would  
facilitate movement of freight

Rail - Most efficient - cost wise and energy wise  
railroads are subsidized as they don't need to pay user fees and it  
is allowed to deteriorate - just function allowed to deteriorate is  
maintenance

Ahood - Again what are your priorities

- As mayor - I cannot say - Priority is to develop economic base and  
port may be in the way of airport, energy, minerals, other things  
to develop 12 month economy

Rural Alaska is having a real problem establishing short term & long term priorities

Fallen - Villages are in the situation - we are here today to talk about Nome  
ex. drainage on main street.

Mr. - 2/3 of population are concentrated in area called "Railbelt"  
The main reason is transportation.

Iron - will give you later presentation on the part. I know how many people are  
paying in anchorage to support us out here  
City of Nome & Villages will see exploration in Summer '82 #52 N. 11.0  
to see about rock structures here - also exploration near mouth  
of the Yukon

Let me see the printing on that letter  
- HR 4239 was signed into law. I have requested a copy. <sup>copy</sup>  
Last month

More Port on label of it - 25%

40% US Revenue of tin - are w/ 120 miles of base

Several Pennants is mineral rich.

It - None maybe "but" for the Alaska of several Pennants

Look at operation insurance rates - "w/ great death insurance"

Full - Invest w/ all bank revenue - one \$38 sent at \$36 do sport on insurance.

\* - International flights at \$75,000

\* - Most common \$1. m. liter  $\downarrow$  and balance the open ended.

Economic system effect - as the state have large revenue in form

of great Semiarable

Villages should be considered as part of the state.

Also on fact as early by 300/1000 - in the state here

Lighting & Mar. aids

City of Nome has low level of storage.

2 years - now fuel no transport supply.

Next - now looking at the state in concern that the Port links are

that are not totally necessary.

Long - Benefit cost matter is not applicable as it is impossible

to search out alternative and potentials with scale

Cost Port at it in (Nome Area)

Next - Pull from Nome to Bely. Knowledge center and best life opportunity in 2 years  
D&T. Personnel and because of not enough \$ for project.

Cost - I hope we can get 2 plane factory and construction.

labor  
issue

Cost factors on litrage cost and  
long shorcom -

Fuller - This clearly points to the need for de-centralization and let district engineers have the budgets and authority to make decisions.

Leo - Costs have increased due to administrative travel for the city and state DOT. Additional costs for travel to committee or projects have increased costs of improvements.

Larry - Travel for School districts is prohibitive because of all of these factors. It is suggested that I travel to FBKs to talk with them for short periods of time.

Cato - is all travel by air, student activity rate is lower for Co or Maine but bush carriers are not as kind of Alaska & U.S.

Costs can be minimized through T/C, but some travel is inevitable and is outstripping our possibility to expand and even stay on the "break" status.

Backhaul from none is not there as in most of the rest of Alaska.

We tend to forget and be slow learners in projects - poor planning - we need to have a means of "thinking"

Nome Port Facility Briefing  
10:00 am - 12:00 Council Chambers

- Port in Nome has been discussed over the years. see P. 7 Feasibility Study  
Also Gold In. oz. in reserve see say now the limit.  
Amesctic plan - includes putting school into city limits, much of  
excavation and opening (#6 bridge) and excavate (#5) dredge  
(largest in world)

Port 3600' causeway

Containerized & General Cargo Handling

Phase I \$24.4 Million Borden \$25/cu yd armor rock.

Phase II \$23.8 "

Phase III \$26.2 "

Fuller. 2 has Port can be considered?

Ans. 2 has road and conveyor system. - not considered

75% of tonnage is fuel - that is brought in.

total auth through Road Issues - 2 + 5 = \$7 million approved.  
good relation w/ DOT - for the city

Mr. Statter in January is the persons to work with.

This project has been moved to Fairbanks

Bering Sea & Norton Sound - Paines & <sup>"Set up"</sup> Powers due to atmospheric  
and situations in the Aleutian -

Both feasibility study and master plan call for 3600' rock  
filled causeway - sedimentation & ice ridges are solved.

Causeway met not has cross fixed. it will be needed about a causeway  
A 150 sewer treatment will be added. to causeway.

#359 <sup>more water</sup> - we had to go out for R.F.P. and were subject to DOT rigid specs.  
↓ then we had to start all over. - this caused starting over in midstream

404 - Problem w/ F&G on inputs to the environment

A.G. office - London will go to court to see impact and effect of extension of causeway outside 3 mile limit

Also if bridge or causeway is broken there is not a problem w/ silt, sedimentation, and 3 mile limit.

State has hired people out of Geophysical Institute to help evaluate problems & losses. w/ models - computer & physical -

Minimum maintenance is stressed throughout design & planning

Port will handle 22' barge (larger than currently used)

City annexation will go out to 50' level of depth: and go out to 8000' offshore.

Cost - Between \$30-35M,

DOT has put \$17M in Gov. Budget.

City will not place one rock until full cost payment is assured

Q+A #558

Moss - Renewe Shing.

Property tax base - \$48 M. 11.00

Mining claims can only be taxed at \$20 for 20 acres.

Annexation will increase \$8M revenue

G.O. Bonds are paid through utility revenues.

#607 Moss proposal to handle issue through similar means of Merano

Time Line.

if DOT puts in \$17 million

if in 1982 appropriated and there will be future requests for more.

w/6 dept of minerals, oil shale, 25-30% of costs will go for maintenance.

32-35% lightage costs of total costs for materials

Cops of Engineers spend 1/2 million annually to maintain 8' depth in Snake river - maybe a "flush" situation to clear area of silt

16,000 <sup>Mining</sup> claims.

C.F.R.A. <sup>if Emerg. Prog.</sup> w/ 3 miles of city are not counted in revenue sharing.

DOT  
11-16-81

Maintenance of Airports of the largest Problem  
No Signoffs on Maint.

CIP & DQC Geostroph 56Ks.  
Maybe difficult up to get the people to do the work.

Can for Pt. Hope to get Mays and a line through the lake.

Bray. Maint. assessing problem - door or window Maint Costs \$ 2,000

Fuller - what about local Maint generally -  
- tumor no great problem. on DOT cuts but Hainesville  
- problem's getting people that want it - it cuts down on hunting if  
they

10-26-81

Bette, & Steve,

1:39 pm

Jack Fuller called to give a tentative schedule for the Nome hearings:

Myrr Welcome  
City picks up tab

Sat - Nov 14 no host dinner at the Roadhouse 6-9 pm  
w/ Questions & Answers from the public

Sun - Nov 15 Fly to Koyuk, Colim, White Mt, & Golovin  
to view airport & talk to various leaders  
& people in the communities. <sup>Foster Aviation</sup>

~~The each~~  
Committee

Sun Nov 15 evening - open -

Mon Nov 16 Breakfast w/ Nome Chamber of  
Commerce at the Showhouse 8-10:30 am

Briefing on the Nome Port  
in City Council Chambers 11-12

Lunch DOT personnel at Showhouse 12-1:00 pm

Meeting w/ REA Superintendent  
of schools <sup>Nome Public Schools</sup> ~~Beavik & Struts~~ - 1-2  
2-3  
3-4 open

Interview w/ KICP Radio 4:00

Interview w/ KNOM 4:30

Interview w/ Bring Straits newspaper 5:00

Interview w/ Nome Nugget newspaper 5:30

Evening open

Tue. 9:40 am

Jack said he would make hotel reservations and pick you up at the airport. He also said he would take care of the advertising end of the mtg. If this is acceptable he would like you to call back.

(D)

3 Paul Room

10-26-81

1:59 pm

Steve,

Heres who I've contacted about the Nome hearings:

Mitch Hood

Fred Zaroff - No, its conflicting with his teaching

? Pappy Moss - Yes need to make a connecting reservation cause he's going to be in Juneau.

? Ray Metcalfe - No, not planning on it.

Eric Sutcliffe - Out of state travelling you said Beth told you No.

Jim Duncan - You were to contact him.

Bette Bette Cato - Yes.

5-

Steve, I called Alaska Airlines and on Sat & Sunday's they only have one flight leaving out of Anchorage at 8:30 am and that goes for Wien also. on weekdays their last flight leaves at 2:05 pm.

(5)

\$491.00

0

## Attend Transportation Meetings

Representative Jack Fuller invited the public to any of the meetings that the House Transportation Committee will be having November 14-16 in Nome and the villages.

"Let's get out and tell the committee what we think. Public participation is one of the strongest lobbying influences that any legislator can listen to. Please turn out, and let's let them know that Nome and the villages care," said Fuller.

The itinerary for the House Transportation Committee, which is chaired by Representative Bette Cato, is as follows:

Saturday, November 14, a no host dinner will be held at the Roadhouse from 6 to 9 p.m. The public will be able to ask questions at this time.

Sunday, November 15, the committee will leave at 8:30 a.m. for the villages of White Mountain, Golovin, Elim, and Koyuk to discuss airports.

Monday, November 16, the committee will have breakfast with the Nome Chamber of Commerce at the Showhouse at 8 a.m.; and at 10 a.m. will go across the street to the City Council Chambers for a briefing on the port facility. At noon, they will have lunch with the Department of Transportation at the Showhouse, and at 2 p.m. will meet with REAA personnel and Superintendent Ron Hohman.

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



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
NOME

1. Nome Office Space  
Needed

2. Oeruing Sweeney  
Village

3. Inuvanga Sweeney  
Village

JAY S. HAMMOND  
GOVERNOR



## STATE OF ALASKA

OFFICE OF THE GOVERNOR

NOME

Nome State Building Committee meeting held in the Governor's Office at 9 a.m. on November 12, 1981.

12 people attended the meeting, the Election Supervisor was out of town but left word she would endorse the new addition to the State Building for additional space.

### SPACE NEEDS EXPRESSED:

#### Fish and Game

We discussed Fish and Game moving out of the building for more space outdoors as well as inside space for nets, boats and gear. Carl Grauvogel expressed if he took a survey of his staff they would most likely wish to remain in the building. Also to service the public in Nome as well as the Villages when in town for business one place to stop and do all their business concerning the State would be a lot more desirable for the public. They expect another four to five coming on board in the next six months to a year, they already have in their space eight people with additional eight in the Summer in and out temporary's.

This request has been in for the last four years.

Funds to hook up the electrical outlets, and provide adequate ventilation for the steam cooker. Current ventilation is inadequate to use the steam cooker in the State Building.

#### Public Assistance

Expect a possible two more on staff, when BIA phases out in the coming year. They have equipment on hand they cannot set up for use due to lack of the proper wiring in the Building. It is a computer like device for information purposes.

#### Family and Youth Services

They have one more new person on staff. They are moving into the Adult Probation storage to make more room for this one more body.

#### State Troopers

Possibly bringing in two more people, in dire need of storage (using hallways) typist tucked away in a corner, three troopers in one small office plus 11 employees in entire existing office. Need reception area, lobby of the building being used as a reception area.

Reception area with DMV/Licensing needs more space, due to public sitting and standing in the hallway awaiting to be served/issued licenses and plates. No semiprivate/quiet area for applicant operator license testing. Evidence room needs more area as evidence is being stored on the floor, due to lack of shelving area. Evidence room in bad need of extension. Video training room for VPSO's and AST employees. We have training equipment and no area to set it up for training and testing.

Ziglers are stored in the Boiler room as many as six-seven deep. These containers hold bodies for shipment in and out of Nome. More room needed for data control unit and quieter or distant storage for computer control/power unit.

JAY S. HAMMOND  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
NOME

Environmental Conservation

Absolutely no room for growth, tight on storage. Any more personnel they would have to have additional space. Dire need of 50 square feet of storage space for Oil Spill Clean up Equipment, this is stored outside of his residence.

C&RA's Local Government Assistants and Housing Loan Officer

They will have two people coming on board by January. A Planner for LGA and a secretary for the Housing Loan Officer. There are already four people in that area right now. They expect the Planner to need space to spread out his maps and etc. Floyd Breeden, Housing Loan Officer, needs a private office to interview clients.

Department of Labor

They have 1 1/2 permanent positions for this office and they have a flow of approximately 15 to 18 people in the office at one time. No room for giving tests or privacy for doing a job interview. They will be typing into a new computer system and will need more space.

Adult Probation

Giving up storage space to the Youth Probation Office, so will have to use the reception area as storage. We have a plug in shortage as well. They are using a plug in the storage room for the secretary reception area. An additional Adult Probation Officer has been employed. So all office space is filled and in use.

Legislative Affairs

One full time and a half time person. Advised us the area he is using is not suitable for the purpose of teleconferences and etc. due to the sound.

DOT

From a maintenance standpoint a combined facility is highly desirable due to costs of maintaining two or more buildings compared to one large facility. The savings are desired by having one heating system, one type window, one type outside surface, etc. This allows for the stocking of parts and gearing for one type operation. With two or more buildings your maintenance costs for these types of maintenance is proportional to the number of buildings.

Electricity costs, fuel, etc., would be high but not in direct proportion to the number of buildings.

It is a much cheaper, neater and easier operation for maintenance if everything is under one roof.

District Attorney

In one year and six months they went from two people to six people and still in the same area. ParaLegal is using the storage room for his office, no storage room, files everywhere under tables etc. Receiving a computer system but no lines for hookup or space to set it up. They have one more ParaLegal position may have to set him or her up in Kotzebue. Also a secretary position.



STATE OF ALASKA

OFFICE OF THE GOVERNOR

NOME

General feeling is to keep everything under one roof as pointed out by the various office representatives:

1. Convenience

Nome is a Regional Center for the Bering Strait Regional area - 17 outlying villages come into Nome to attend to medical needs, attend Corporation meetings, and handle State business. Consider this: At the present time a traveler from a village can come to the State Building and conduct the following: Get their fish and Game license; tag their big game hides; renew their drivers license; register their new vehicle/snow machine; check with the Local Government Assistants representative at the Community and Regional Affairs, see the Loan Examiner at housing Assistance; update their paper work at Public Assistance; check into Job Service to see about jobs available; see Governor Hammond's representative to make their feelings known on current policies and issues; go to the Legislative Information Office to update status of bills concerning their villages; register to vote; file assessment papers on their mining claims - They can do all this at the price of one cab fare.

2. General Finance

Water, sewer and electric service already to this building/lot property values are sky high and the State already owns additional land adjacent to this building being used as a parking lot. Less expensive to maintain and heat one building as opposed to two or more. The close proximity of the State agencies that work closely; ie the State Trooper, Probation/Parole and District Attorney are steps away from each other the Court Building is in walking distance from the current State offices. Valuable time and employee hours are lost driving to office after office to complete daily tasks. The current building as built was designed for a 3rd floor and structurally is sound for that type of addition.

Our Legislatures would likely agree it is the States responsibility to provide the most service for the least amount of money - However - the space area is so critical we have to agree more space is vital under whatever circumstances.



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STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
NOME

GOVERNOR'S OFFICE  
NOME

INFORMATION SHEET FOR REMAINDER OF 1980 and 1981

VILLAGE NAME Deering

Address Deering, Alaska 99736

Phone Number (907) 363-2136

Class of City Second

Current Population 150

Post Office Class 4th

Name of Post Master Gilbert Karmun

Number of Homes 39

Clinic Deering Clinic

Community Hall Deering Community Hall

Jail None

Power Building TRA

Store(s) Deering Native Store, Gil's Store &

School Building Deering Elementary & High School  
*NAWA Deering Fuel Project*

Other 012 Telephone

CITY COUNCIL

City Mayor Ronald Moto Jr.

Term Oct '84

Vice-Mayor Taylor Moto Jr.

Term Oct '82

Secretary Neloris Barr

Term Oct '83

Treasurer \_\_\_\_\_

Term \_\_\_\_\_

UTILITIES

Telephone Yes  No \_\_\_ If so How Many \_\_\_

Radio Yes  No \_\_\_ If so How Many 8 Call Letters ?

Electrical Power Yes  No \_\_\_ Who Owns It IRA Monthly Pymt \$102.00

What Size of Generator <sup>150 kw</sup> 55 kw Number of Buildings Served 41  
<sub>90 kw</sub>

Does the School Have Their Own Generator? Yes  No \_\_\_

Do you have Water-Sewer System Yes \_\_\_ No \_\_\_ PHS System Yes  No \_\_\_

Bulk Tank - Total Number 12

Gas 13,319 gal. Oil 32,339 gal. School 36,000  
IRA 30,000

Do you have enough Fuel for Year? Yes  No   
for Homes for Electrical Utility owned by IRA Council, in the process of applying for bulk fuel storage there City.

AIRPORT

Do you have an airport? Yes  No \_\_\_

How Long? 2300 ft How Wide? 100 ft

Airport Equipment

Tractor Yes  No \_\_\_

Grader Yes  No \_\_\_

Other \_\_\_\_\_

How many miles is Airport from Village? west side of village

Airport Building Yes  No \_\_\_

Electricity to Airport Yes  No \_\_\_

SCHOOL

BIA STATE  OTHER  NWASD

Elementary yes Number Enrolled 32

High School yes Number Enrolled 15

Name of Maintenance Gilford Barr  
Custodian - Milmed ~~Stanton~~  
Kialook

Trading Post or Store Yes  No \_\_\_

Corporation Owned Yes  No \_\_\_

Private Yes  No \_\_\_

Do Stores Sell Fuel Yes \_\_\_ No

CITY Council Contd.

Council Member Harry Karmun Jr  
Mamie Karmun  
Chris Jones  
Florence Jeffries

Election Date First Tuesday of October

I R A COUNCIL

President Emerson Moto

Vice-President Gilbert Barr

Secretary Mildred Sheldon

Treasurer Robert Sheldon

IRA Council Members Martin Karmun

Chris Jones

James Moto Jr

Election Date December, every year

VILLAGE CORPORATION COUNCIL

President ↓ merged with NANA Regional

Vice-President Corporation

Secretary \_\_\_\_\_

Treasurer \_\_\_\_\_

Members \_\_\_\_\_

Name of Management Corporation \_\_\_\_\_

Representative \_\_\_\_\_

MEDICAL

Number of Health Aides \_\_\_\_\_ Full 2 Part-Time \_\_\_\_\_

Name of Health Aides Pauline Barr & Thelma Gregg  
Primary Alternate

Clinic Yes  No

Phone in Clinic Yes  No

SOCIAL SERVICES

Alcoholism Yes \_\_\_\_\_ No \_\_\_\_\_

Family Counselling Yes \_\_\_\_\_ No \_\_\_\_\_

Food Stamp Service Yes  No \_\_\_\_\_

Do You Have City Police Yes  No \_\_\_\_\_

How Many Permanent Employees \_\_\_\_\_

Estimated average income per person \$300-500 \_\_\_\_\_ 500-600 \_\_\_\_\_ 600-1000 \_\_\_\_\_ S

HOUSING

How many houses did you get last year 4 Who built these NANA Housing Authority

Housing Needed Yes  No

If housing needed, who would you like to build?

ASBA \_\_\_\_\_ AVCP \_\_\_\_\_ BIA \_\_\_\_\_

VOTING

What Senate District are you in 22 Representative Jack Fuller

What House District are you in 22 Representative Al Adams

Is everyone 18 years or older registered for voting? Yes \_\_\_\_\_ No  3

FISHING

How many Commercial Fishermen in your village under 10-25  26-50 \_\_\_\_\_ 50+ \_\_\_\_\_

How many Subsistence Fishermen in your village 10-25  26-50 \_\_\_\_\_ 50+ \_\_\_\_\_

How many Limited Entry Permits in your village 10-25 \_\_\_\_\_ 26-50 \_\_\_\_\_ 50+ \_\_\_\_\_

Were you satisfied the way Commercial Licenses were given out? Yes \_\_\_\_\_ No \_\_\_\_\_

Suggestions for Fishing or Limited Entry improvement \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Who do you contact for Emergency Village needs in the Nome Area?

BIA \_\_\_\_\_

Native Corporations \_\_\_\_\_ If so, who \_\_\_\_\_

State Governor's Office \_\_\_\_\_

Other Representative Jack Fuller

List any improvements that we can help with from the Governor's Office in Nome:

1. Road to Dump
2. Seawall  
Dock
3. Water & Sewer
4. Snow removal on road within City  
New elementary school  
New gymnasium  
Jail

1. Will try and apply for funds through Local Roads and Trails Services
2. Seawall study in process to analyze the problem of erosion control. Should be completed by Feb. 1, 1982
3. P.I.S. out of Anchorage is looking into the possibility of a small laundry service
4. The City Council has budgeted a small amount for snow removal on road within City.



STATE OF ALASKA  
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GOVERNOR'S OFFICE  
NOME

INFORMATION SHEET FOR REMAINDER OF 1981 and 1982

CITY NAME Savoonga

Address Box 141

Phone Number 974-6614

Class of City 2nd Class

Current Population 491 (1980)

Post Office Class 3rd Class

Name of Post Master Earl Tumbloo

Number of Homes 120 est.

Clinic 1 PHS Clinic

Community Hall 1 City Hall

Jail 1 Safety Building

Power Building 1 AVEC

Store(s) 3 (Sav. Native Store) (Pay N Save) (Umanigham Trading Post)

School Building 2 (BIA Grade School) (State High School)

Other \_\_\_\_\_

CITY COUNCIL

City Mayor Patrick Goludergen

Term Expires 1982 October

Vice-Mayor Alexander Akeya

Term Expires 1984 October

Secretary None

Term \_\_\_\_\_

Treasurer David Seppily

Term Expires 1983 October

City Council Contd.

Council Member Jackson Mokiuyuk Sr. - 1982  
Carl Pelowook - 1983  
Jerry Wongittilin Sr. - 1984  
George Jackson - 1984  
 Election Date October 6

I R A COUNCIL

President Truman Kava  
 Vice-President Gordon Iya  
 Secretary Wilson Okomealingok  
 Treasurer Gregory Toolie  
 IRA Council Members John Waghiyi Jr  
Joseph Noongwook  
Davis Mokiuyuk  
Vernon Waghiyi Sr.  
 Election Date November 4, 1981

VILLAGE CORPORATION COUNCIL

President George Noongwook  
 Vice-President Paul Rookok  
 Secretary Bradley Gologergen  
 Treasurer Larry Kava  
 Members Patrick Gologergen  
Gordon Iya  
Jerry Wongittilin Sr  
 Name of Management Corporation None  
 Representative None

MEDICAL

Number of Health Aides 3 Full 2 Part-Time 1

Name of Health Aides Millie Kingeekuk - CHA, Carol Golgergen -  
Alternate Health Aid,

Clinic Yes  No

Phone in Clinic Yes  No

SOCIAL SERVICES

Alcoholism Yes  No

Family Counseling Yes  No

Food Stamp Service Yes  No

Do You Have City Police Yes  No

How Many Permanent Employees 6

Estimated average income per person \$300-500 ~~X~~ 500-600  600-1000  S

HOUSING

How many houses did you get last year None Who built these         

Housing Needed Yes  No

If housing needed, who would you like to build?

ASHA  AVCP  BIA

VOTING

What Senate District are you in 22 Representative         

What House District are you in 22 Representative Jack Fuller

Is everyone 18 years or older registered for voting? Yes  No

FISHING

How many Commercial Fishermen in your village None 10-25  26-50  50+

How many Subsistence Fishermen in your village 10-25  26-50  50+

How many Limited Entry Permits in your village 10-25  26-50  50+ None

Were you satisfied the way Commercial Licenses were given out? Yes  No

Suggestions for Fishing or Limited Entry Improvement

UTILITIES

Telephone Yes  No  If so How Many 91

Radio Yes  No  If so How Many  Call Letters

Electrical Power Yes  No  Who Owns It AVEC Monthly Pymt \$

What Size of Generator  Number of Buildings Served 200 Est.

Does the School Have Their Own Generator? Yes  No

Do you have Water-Sewer System Yes  No  PHS System Yes  No

Bulk Tank - Total Number

Gas  gal. Oil  gal.

Do you have enough Fuel for Year? Yes  No

AIRPORT

Do you have an airport? Yes  No

How Long? 5200 ft How Wide? 150 ft

Airport Equipment

Tractor Yes  No

Grader Yes  No

Other

How many miles is Airport from Village? 1/4 mile

Airport Building Yes  No

Electricity to Airport Yes  No

SCHOOL

BIA 1 STATE 1 OTHER

Elementary BIA Number Enrolled 100 Est

High School State Number Enrolled 50 Est

Name of Maintenance

STORES

Trading Post or Store Yes  No

Corporation Owned Yes  No

Private Yes  No

Do Stores Sell Fuel Yes  No

Who do you contact for Emergency Village needs in the Nome Area?

BIA \_\_\_\_\_

Native Corporations \_\_\_\_\_ If so, who \_\_\_\_\_

State Governor's Office AK State Troopers

Other \_\_\_\_\_

List any improvements that we can help with from the Governor's Office in Nome:

We need roads in some areas of Savoonga. The areas that  
are used are muddy & usually force people to use sidewalks.  
(3 wheels). We would like to have specialists in local government  
hold class in villages or in Nome. PROVIDE FUNDS FOR  
STREET LIGHTING IN & AROUND TOWN.

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## U.S. Census Figures Released

Preliminary figures from the 1980 census have been released and the numbers for Nome show a decrease in population, although housing units rose.

The census counted 2,273 persons in Nome in 917 housing units compared with a 1970 count of 2,357 in 789 housing units. A 1978 census by the city showed 2,892 persons living here and the city is in the process of questioning the census figures.


For other villages in the area, the census showed the following figures:

Brevig Mission	138
Diomedea	139
Elim	212
Gambell <i>400 *</i>	441
Golovin <i>121 *</i>	87
Koyuk	188
St. Michael	236
Savoonga <i>471 *</i>	491
Shaktolik	163
Shishmaref <i>318 *</i>	393
Stebbins <i>327 *</i>	335
Teller	212
Unalakleet <i>632 *</i>	615
Wales	132
White Mountain	125
Buckland	175
Deering <i>144 *</i>	149
Kotzebue <i>3026 *</i>	2,044
Selawik	361

ing evidence that the Pilgrim Hot Springs area is part of a rift system and in continental drift language is considered a spreading center. This is a young system that will split the Seward Peninsula in two. Lava will move up from the earth's mantle and push sideways away from the spreading center.

These centers will be located in the Pilgrim Valley, the Imurk Basin and other places, starting from the headwaters of the Noatak River to the Bering Sea.

This means the Pilgrim Hot Springs is a permanent hot springs that is likely to get even hotter in the future.



**LFSI**  
Lummi Fishery Supplies, Inc.  
Complete commercial  
fishing and marine supplies  
Momi Net and Slick  
Distributor

Call Howard Farley  
443-2636  
Box 723 Nome



*\* village  
population  
1980*

Say "Merry Christmas"  
with a  
Beauty Gift Certificate  
from



Betty Ann's Beauty Salon

10% Discount if Purchased before Dec. 20.

Phone Today 2003 Open Tues. - Sat.

Alaska  
your way  
with  
through  
Spring

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through  
Spring

*\* village  
population  
1980*



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
NOME

RECEIVED  
APR 1

GOVERNOR'S OFFICE  
1. INFORMATION SHEET FOR JANUARY 1978 TO JANUARY 1979

VILLAGE NAME White Mountain

Address White Mountain Alaska 99784

Phone Number 625-8101

Class of City Second class

Current Population 115

Post Office Class \_\_\_\_\_

Number of Homes 33

Clinic Native Health Cooperation

Community Hall Building at the clinic

Jail None

Power Building \_\_\_\_\_

Store(s) White Mountain Native Store

School Building 1 elementary 1 High School

Other \_\_\_\_\_

CITY COUNCIL

City Mayor ~~John ...~~ George Ashenfelter, Jr

Term \_\_\_\_\_

Vice-Mayor ~~...~~ Peter Buck

Term \_\_\_\_\_

Secretary ~~...~~ Ray Brown

Term \_\_\_\_\_

Treasurer David Lincoln

Term \_\_\_\_\_

City Council Contd.

Council Member Alfred Apodruk Mike Simon  
Steven Agloingga Don Lane  
James Asaktaruk

Election Date \_\_\_\_\_

I R A COUNCIL

President Alfred Apodruk

Vice-President ~~Alfred~~ George Ashewfelter SR.

Secretary Peter Buck

Treasurer \_\_\_\_\_

IRA Council Members STEVEN Agloingga  
Percy Agloingga SR.

Election Date \_\_\_\_\_

VILLAGE CORPORATION COUNCIL

President Charlie Johnson - CHAIRMAN

Vice-President George Ashewfelter SR. - President

Secretary Jack Brown

Treasurer William Agloingga

Members AARON Simpson  
Harry Garfield  
Howard Lincoln

Name of Management Corporation White Mountain Native Corporation

Representative Howard Lincoln

UTILITIES

Telephone Yes  No  If so How Many out of order at the Present time

Radio Yes  No  If so How Many  Call Letters 60. Ashantelen store y clinic

Electrical Power Yes  No  Who Owns It school store clinic Monthly Pymt \$ ?

What size of Generator ? Number of Buildings Served 2 & 2

Do-s school have their own Generator? Yes  No

Do you have Water-Sewer System Yes  No  PHS System Yes  No

Bulk Tank - Total Number 8

Gas 40,000 gal. Oil 80,000 gal.

Do you have enough Fuel for Year? Yes  No

AIRPORT

Do you have an airport? Yes  No

How Long? Approx. 1000 feet How Wide? Approx 50 feet

Airport Equipment

Tractor Yes  No

Grader Yes  No

Other \_\_\_\_\_

How many miles is Airport from Village? Approx 1/2 mile

Airport Building Yes  No

Electricity to Airport Yes  No

SCHOOL

BIA \_\_\_\_\_ STATE  OTHER \_\_\_\_\_

Elementary yes Number Enrolled Approx. 20

High School yes Number Enrolled Approx. 15

Number Borading Students out of Village? 2

STORES

Trading Post or Store Yes  No

Corporation Owned Yes  No

Private Yes  No

Do Stores Sell Fuel Yes  No

MEDICAL

Number of Health Aides 2 Full 1 Part-time 1

Clinic Yes ✓ No \_\_\_\_\_

Phone in Clinic Yes \_\_\_\_\_ No ✓

SOCIAL SERVICES

Alcoholism Yes \_\_\_\_\_ No ✓

Family Counseling Yes \_\_\_\_\_ No ✓

Food Stamp Service Yes ✓ 1 No \_\_\_\_\_

Do You Have City Police Yes \_\_\_\_\_ No ✓

How Many Permanent Employees \_\_\_\_\_

Estimated average income per person? \$300-500 \_\_\_ 500-600 \_\_\_ 600-1000 \_\_\_ S

HOUSING

How many houses did you get last year 11 - 1977 Who built these BIA

Housing Needed Yes X No \_\_\_\_\_

If housing needed, who would you like to build?

ASHA \_\_\_\_\_ AVCP \_\_\_\_\_ BIA ✓

VOTING

What Senate District are you in \_\_\_\_\_ Representative \_\_\_\_\_

What House District are you in \_\_\_\_\_ Representative \_\_\_\_\_

Is everyone 18 years or older registered for voting? Yes \_\_\_\_\_ No X

FISHING

How many Commercial Fishermen in your village 10-25 X 26-50 \_\_\_ 50+ \_\_\_

How many Subsistence Fishermen in your village 10-25 X 26-50 \_\_\_ 50+ \_\_\_

How many Limited Entry Permits in your village 10-25 \_\_\_ 26-50 \_\_\_ 50+ \_\_\_ ?

Were you satisfied the way Commerical Licenses were given out? Yes X No \_\_\_

Suggestions for Fishing or Limited Entry improvement \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Who do you contact for Emergency Village needs in the Nome Area?

BIA   ✓  

Native Corporations \_\_\_\_\_ If so, who \_\_\_\_\_

State Governor's Office \_\_\_\_\_

Other   Apo. 1015, 102  

List any improvements that we can help with from the Governor's Office in Nome:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



STATE OF ALASKA  
DEPARTMENT OF THE INTERIOR  
NOME

RECEIVED  
MAY 11 1981

GOVERNOR'S OFFICE  
NOME

INFORMATION SHEET FOR REMAINDER OF 1980 and 1981

VILLAGE NAME Golovin

Address Golovin, Alaska 99762

Phone Number 475-8001

Class of City 2nd class

Current Population 112 118

Post Office Class \_\_\_\_\_

Name of Postmaster Thomas Punguk

Number of homes 37

Clinic City

Community Hall City

Mill 0

Other Building REEA - BIA - City Clinic - Olson & Sons 2 private homes

Stores 1 Olson & Sons

School Building 2 1 BIA Grade & 1 REEA - Hi School

Other ✓

CITY COUNCIL

CITY Mayor ~~0~~ Resigned Sigfried Ankongak

Term 0

1st Deputy Sigfried Ankongak Joe Dexter

Term \_\_\_\_\_

Acting City Clerk Stanley Amarok

Term 1 - yr

Treasurer Stanley Amarok

Term 1 - yr

CITY COUNCIL Contd.

Council Member Ralph Willoya

Robert Amarok

David Amakteolik

Joe Dexter

Election Date March 20 - 1982

IRA COUNCIL

President ~~0~~

Vice-President Sigfried Aukongak Jr.

Secretary Stanley Amarok

Treasurer Stanley Amarok

IRA Council Member Ralph Willoya

Robert Amarok

David Amakteolik

Joe Dexter

Election Date March 20 1982

TRUCE CORPORATION COUNCIL

President ~~0~~

Vice-President Sigfried Aukongak Jr.

Secretary Carol Olive

Treasurer Craig Willoya

Members Harry Boone

Tom Panguk

Alfred Moses Jr.

Name of Management Corporation Golovin Native Corporation

Representative ~~0~~

UTILITIES

Telephone Yes  No  If so How Many 1

Radio Yes  No  If so How Many      Call Letters     

Electrical Power Yes  No 6 Who Owns It 1 Monthly Pymt \$40<sup>00</sup>

What Size of Generator      Number of Buildings Served 8

Does the School Have Their Own Generator? Yes  No 1

Do you have Water-Sewer System Yes  No  PHS System Yes  No

Bulk Tank - Total Number 2

Gas      gal. Oil      gal. 64,000 Hi School

Do you have enough Fuel for Year? Yes  No  26,000 Grade

AIRPORT

Do you have an airport? Yes  No

How Long? 2800 ft long How Wide? 100'

Airport Equipment

Tractor Yes  No

Grader Yes  No

Other 0

How many miles is Airport from Village? Right adjacent to village

Airport Building Yes  No

Electricity to Airport Yes  No

SCHOOL

SEA  STATE  OTHER

Elementary 19 Number Enrolled 19

High School      Number Enrolled     

Name of Maintenance Larry Fagerstrom - Curt Oliver

STORES

Trading Post (Store) Yes  No

Corporation Owned Yes  No

Private Yes  No

Do Stores sell Fuel Yes  No

MEDICAL

Number of Health Aides 2 Full 1 Part-Time 1

Name of Health Aides Irene ~~Star~~ Aukongak & Carol Ovee

Clinic Yes  No

Phone in Clinic Yes  No

SOCIAL SERVICES

Alcoholism Yes \_\_\_ No

Family Counseling Yes \_\_\_ No

Food Stamp Service Yes  No \_\_\_

Do You Have CITY Police Yes \_\_\_ No

How Many Permanent employees 12

Estimated average income per person \$300-500 \_\_\_ 500-600 \_\_\_ 600-1000 \_\_\_ \$ ?

HOUSING

How many houses did you get last year 0 Who built these 0

Joining Council Yes  No 15

If housing needed, how would you like to build?

ASHA \_\_\_ WCP \_\_\_ BIA \_\_\_

VOTING

What Senate District are you in 22 Representative 1

What House District are you in 22 Representative 1

In everyone 18 years or older registered for voting? Yes  No 64

FISHING

How many Commercial Fishermen in your village 10-25  26-50 \_\_\_ 50+ \_\_\_

How many Non-Commercial Fishermen in your village 10-25  26-50 \_\_\_ 50+ \_\_\_

How many Limited Entry Permits in your village 10-25  26-50 \_\_\_ 50+ \_\_\_

Were you satisfied the way Commercial Licenses were given out? Yes \_\_\_ No

Suggestion for Licensing or Limited Entry improvement Should have entry improvement - old residents should

Who do you contact for Emergency Village needs in the Nome Area?

BIA \_\_\_\_\_

Native Corporations \_\_\_\_\_ If so, who \_\_\_\_\_

State Governor's Office  \_\_\_\_\_

Other \_\_\_\_\_

List any improvements that we can help with from the Governor's office in Nome:

*How Improved Airport - Small boat harbor  
Electrification - Water & Sewer  
Television - Playground - Teen Center*

In answer to the last question John Tetpen has been the most responsive to requests for help. In his job as Soc Gov Asst he done what he could. In his present position he very likely will be allowed to do more.

Also since I have been instrumental in advocating several of our projects for improving our lot. Acting Chairman Dukongak has recommended and approved that I act as Spokesman for the Colovin City Council, ~~Mr F~~ in our project involving Frank Pauz, BEE Electric Services and the The Bank of the North.

Myrtle Thanks for your response.

The reason is simple. A lot of correspondence are sent to post presidents & mayors and in several instances does do not reach the Sec-Treas. I need to know all these things and make replies and submit correct reports.



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
NOME

GOVERNOR'S OFFICE  
NOME

INFORMATION SHEET FOR JANUARY 1978 TO JANUARY 1979

VILLAGE NAME Flin

Address \_\_\_\_\_

Phone Number 885-8001

Class of City 2nd

Current Population 215

Post Office Class \_\_\_\_\_

Number of Homes Forty (40)

Clinic PHS (1)

Community Hall City owned (1)

Jail None

Power Building AVEC (1)

Store(s) Village owned - cooperative (1)

School Building BIA - elementary (1)

Other \_\_\_\_\_

CITY COUNCIL

City Mayor Harry L. Daniels

Term one (1) year Expire 10/79

Vice-Mayor Wilfred C. Murray, Sr.

Term one (1) year expires 10/79

Secretary Andrew N. Daniels

Term one (1) year expire 10/79

Treasurer Same as Secretary

Team

City Council Contd.

Council Member Charles F. Saccheus, Sr.  
Marlin T. Paul, Sr.  
Lily Friemering  
Nathan H. Murray

Election Date October of each year (or 1st tuesday)

I R A COUNCIL

President Andrew N. Daniels  
 Vice-President Charles F. Saccheus, Sr.  
 Secretary Nathan H. Murray  
 Treasurer Dan Aukan  
 IRA Council Members Helen Davison  
Andrew Nakarak  
Wilfred R. Murray, Sr.

Election Date November of each year (last monday)

VILLAGE CORPORATION COUNCIL

President Andrew N. Daniels  
 Vice-President Charles F. Saccheus, Sr.  
 Secretary Helen Davison  
 Treasurer (Same as Secretary)  
 Members Hans Jemewauk  
Nathan H. Murray

Name of Management Corporation Kawerak, Inc.

Representative Harry A. Daniels

UTILITIES

Telephone Yes  No \_\_\_\_\_ If so How Many 1

Radio Yes  No \_\_\_\_\_ If so How Many 1 Call Letters KUP680

Electrical Power Yes  No \_\_\_\_\_ Who Owns It AVEC Monthly Pymt \$18<sup>00</sup> Mth

What size of Generator 1-150KW 1-50KW Number of Buildings Served 40 + BEA  
1-75KW N. Guav. City Bldgs

Do-s school have their own Generator? Yes  No \_\_\_\_\_

Do you have Water-Sewer System Yes  No \_\_\_\_\_ PHS System Yes  No \_\_\_\_\_

Bulk Tank - Total Number Twelve (12)

Gas 16,000 gal. Oil 80,000 gal.

Do you have enough fuel for Year? Yes \_\_\_\_\_ No

AIRPORT

Do you have an airport? Yes  No \_\_\_\_\_

How Long? 2,500 feet How Wide? 200 feet

Airport Equipment

Tractor Yes  No \_\_\_\_\_

Grader Yes \_\_\_\_\_ No

Other None

How many miles is Airport from Village? 1/4 mi

Airport Building Yes \_\_\_\_\_ No

Electricity to Airport Yes \_\_\_\_\_ No

SCHOOL

RIA 1 STATE \_\_\_\_\_ OTHER \_\_\_\_\_

Elementary yes Number Enrolled 45

High School None Number Enrolled \_\_\_\_\_

Number Borading Students out of Village? None

STORES

Trading Post or Store Yes  No \_\_\_\_\_

Corporation Owned Yes \_\_\_\_\_ No

Private Yes \_\_\_\_\_ No

Do Stores Sell Fuel Yes  No \_\_\_\_\_

MEDICAL

Number of Health Aides 2 Full 1 Part-time 1  
 Clinic Yes  No \_\_\_\_\_  
 Phone in Clinic Yes \_\_\_\_\_ No

SOCIAL SERVICES

Alcoholism Yes \_\_\_\_\_ No   
 Family Counseling Yes \_\_\_\_\_ No   
 Food Stamp Service Yes  No \_\_\_\_\_  
 Do You Have City Police Yes  No \_\_\_\_\_

How Many Permanent Employees Seven (7)

Estimated average income per person \$300-500  500-600 \_\_\_\_\_ 600-1000 \_\_\_\_\_ S

HOUSING

How many houses did you get last year None Who built these \_\_\_\_\_

Housing Needed Yes  No \_\_\_\_\_

If housing needed, who would you like to build?

ASHA \_\_\_\_\_ AVCP \_\_\_\_\_ BIA \_\_\_\_\_ BSNC (HUD)

VOTING

What Senate District are you in "P" Representative Frank Ferguson

What House District are you in 22 Representative Tack Fuller

Is everyone 18 years or older registered for voting? Yes  No \_\_\_\_\_

FISHING

How many Commercial Fishermen in your village 10-25 \_\_\_\_\_ 26-50 Combined 50+ 30

How many Subsistence Fishermen in your village 10-25 \_\_\_\_\_ 26-50 \_\_\_\_\_ 50+ ALL

How many Limited Entry Permits in your village 10-25 \_\_\_\_\_ 26-50 \_\_\_\_\_ 50+ \_\_\_\_\_ 30

Were you satisfied the way Commerical Licenses were given out? Yes \_\_\_\_\_ No

Suggestions for Fishing or Limited Entry improvement \_\_\_\_\_

All Natives should have access to its availability

Who do you contact for Emergency Village needs in the Nome Area?

BIA 443-2284

Native Corporations No If so, who \_\_\_\_\_

State Governor's Office No

Other \_\_\_\_\_

List any improvements that we can help with from the Governor's Office in Nome:

Help Senator Frank Ferguson with his Energy Financing legislation which, if passed, will definitely affect rural villages in the State of Alaska

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

HB

12



FEB 27 1981

UNIVERSITY OF ALASKA  
Institute of Social and Economic Research  
707 "A" St., Suite 206  
Anchorage, Alaska 99501  
Phone (907) 278-4621

February 24, 1981

Representative Bette M. Cato  
House of Representatives -  
Transportation Committee  
Pouch V  
Juneau, Alaska 99811

Dear Ms. Cato:

House Bill Number 12 appears to represent an initial attempt to address the issue of changing the status of the Alaska Railroad from that of a federal agency to a state controlled entity. As such, it is an applaudable effort to recognize the need for change and to take some type of action prior to having that change imposed from outside. However, in its present form the bill does not directly address the issue that is before the state. In particular, the following defects appear to be present:

- It tries to do too much in a single piece of legislation. It establishes a body which has the authority to acquire, operate, and expand the Alaska Railroad and, through its rate setting power, becomes an economic regulation body;
- It is premature in that it forecloses on a number of options for dealing with the railroad which may be more attractive for the state in terms of long-term operational considerations;
- It does not address many of the problems of the railroad transfer which can be dealt with only on a legislative basis.

Each of these points deserves a bit more detailed comment.

In establishing an authority with the rather broad power to acquire, operate, expand, and regulate railroad operations in the state the bill combines within a single entity responsibilities which will probably be in conflict. Acquisition of the present railroad is a function which requires both a good deal of planning and a sensitivity to the long-term economic and political goals which may be held for the railroad. The body which plans and negotiates this transfer should at the same time be designing the organization which will operate the railroad to the best advantage of the state. It cannot do this if its form is already set by legislative mandate. Likewise, an organization which is required to operate the railroad in the manner of a private business (as is implied by the bonding provisions of the bill) will inevitably find itself in conflict with the political policy aspects of both its own operational and regulatory mandates and with the political control implied by the board membership. All of these areas offer serious opportunity for potential conflict both within the rail authority and with external organizations.

In an earlier review of this issue I identified at least fifteen major policy considerations which must be addressed in any change in rail status within the state. These are as follows:

- The status of rail-related lands both in relationship to ANCSA conveyances and to the railroad's operational and industrial development requirements;
- The status of public employee unions, existing labor agreements, employee benefits and retirement programs, and employee protection conditions;
- Design of an ownership/operational structure which permits the railroad to seek investment capital;
- Design of an ownership/operational structure which avoids the public/private conflicts now inherent in the marketing of the railroad's services;
- Design of an ownership/operational structure which gives management the flexibility to make entrepreneurial decisions and to be accountable for the outcomes of these decisions;
- A determination of whether passenger service is necessary and, if so, whether it is required to continue its operation;
- A determination of whether the railroad represents an appropriate mechanism for implementing state development policy and, if so, under what types of financial, operational, political, and economic conditions;
- A determination of the present and historic financial status of the railroad particularly as this information relates to the prospect of attracting private capital, both equity and debt;
- The desirability or usefulness of establishing a state rail regulatory capability;
- The determination of tax status (federal, state, local) of revenues and for real and operating property after conveyance;
- An assessment of traffic potential for the railroad and how an institutional realignment might affect various traffic possibilities;
- A determination of responsibility and operational mechanisms for subsidies should operating revenues not be sufficient to cover operation costs and capital renewal;

UNIVERSITY OF ALASKA

Ms. Cato

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February 24, 1981

- An analysis of the different possible impacts of various institutional arrangements on potential rail extensions;
- An analysis of the impact on rail competitors of various insitutional arrangements for the railroad; and
- Determination of which federal funding programs would or would not be available under different ownership/operational structures.

Many of these are not addressed in the present bill and given the lack of information on most of the areas, it would be impossible to do so at this time.

In addition to the areas mentioned above it is important to remember that any future rail activity in the state will be largely shaped by the federal legislation which transfers control of the Alaska Railroad to the state. Given this reality, I would suggest that the most important direction that could be taken at this point in time would be to establish an organization which can negotiate transference of the railroad, can participate in the shaping of the federal legislation, can investigate the state's options in this matter, and can assist the legislature in preparing suitable legislation to address the organizational form of future state participation as well as other institutional and policy matters. I would suggest that this organization be set apart from present state agencies due to the fact that its concerns would necessarily span many of their individual interests. For example: the Departments of Transportation, Commerce and Economic Development, Natural Resources, Community and Regional Affairs, Attorney General and Labor all have concerns within their jurisdictions which would also be involved in rail transfer questions. An independent group would be better able to coordinate these concerns while still utilizing existing programs. The most important of these existing programs is the rail planning work presently being done within the Department of Transportation.

Most importantly, by taking this approach, the state would preserve all of its options. While it is clearly time to take action on this matter, it is not yet appropriate to commit the state to a particular and final course of action. House Bill 12 makes this commitment at a time when there is insufficient information to determine whether it is in the correct direction and at a time when the federal consideration is unclear. In view of this I would urge the members of the legislature to adopt a course of action which permits the state to play a major role in shaping future rail matters while postponing the details of rail operation, expansion, and regulation until an appropriate time and until the necessary information has been assembled.

UNIVERSITY OF ALASKA

Ms. Cato

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February 24, 1981

The bill in its present form has selected a means for organizing any future rail activity in the state without investigating alternative operational forms which may be much more attractive options. There are at least six major alternative ways in which the Alaska Railroad (and any extensions or other acquisitions) may be organized in the future. None of these is clearly superior to any of the others at this time. They are as follows:

- Maintain the status quo. That is, continue to function as a federal agency.
- Reorganize as a federal corporation. In form this might be somewhat similar to Canadian National Railway.
- Reorganize as a state agency. This would give the railroad somewhat the same status as the Marine Highway System.
- Reorganize as a state corporation. Such an operation might be similar to either the British Columbia Railway, the Ontario Northland Railway, or to any number of small operations developed in the eastern and mid-western U.S. during the past five years.
- Reorganize with a combination of state ownership and private operation. This would give the state ownership of some combination of the railroad's real and operating assets while a private entrepreneur would either enter into a long-term lease agreement or contract to operate the property in a manner similar to the arrangement between the Southern Railway and the city of Cincinnati for operation of several hundred miles of line owned by that city.
- Sell the railroad to a private firm who would then function in a manner similar to comparable operations elsewhere in the country.

Clearly, these options can differ substantially in the range and size of their impacts upon the state. They also would provide considerable variation in the amount of state investment required although none of them would entirely eliminate state involvement. Finally, the organizational form which evolves will determine almost entirely the degree to which rail decision making in the state will be political rather than commercial. The important point is that it is not yet necessary or in the state's best interest to foreclose on any of these options.

UNIVERSITY OF ALASKA

Ms. Cato

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February 24, 1981

The transfer of the Alaska Railroad to state control represents a major change in the transport system and its institutions. Undoubtedly the most important change since statehood placed the highway and airport system within state jurisdiction. It is important that this change proceed in an orderly manner with clear understanding of the opportunities and liabilities of various courses of action. I hope these comments have helped to further this understanding.

Sincerely,



John T. Gray  
Assistant Professor of  
Transportation

cc: Representative Brian D. Rogers - Transportation  
Representative Oral E. Freeman - Transportation  
Representative Fred F. Zharoff - Transportation  
Representative Joe L. Hayes - Transportation  
Representative Ray H. Metcalfe - Transportation  
Representative Kenneth J. Fanning - Transportation  
Representative Mike Miller - State Affairs



Dec. 1980

Bivens & Ass. for DOT

ISSUE: ALASKA RAILROAD OWNERSHIP AND OPERATIONS

The 63rd Congress passed an Act on March 12, 1914 which authorized the President to locate, construct, and operate a railroad in the Territory of Alaska. This was the beginning of the Alaska Railroad, an experiment by the federal government in railroad ownership and operations that has been carried out over more than six decades. The federal government continues to own and operate the Alaska Railroad.

The 1914 Act instructed the President that the railroad was:

"... not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein ..." (emphasis added)

In large measure the Alaska Railroad has carried out the Congressional mandate given in its organic act. The Alaska Railroad operates 478 miles of single main line track from the deep-water ports of Seward and Whittier through Anchorage to Fairbanks, with branch lines to Eielson Air Force Base, Fairbanks International Airport, Palmer, and the Suntrana coal fields near Healy. The Railroad serves the agricultural communities in the Matanuska Valley. The settlements along the Alaska Railroad encompass the vast majority of the urban development of Alaska and have come to be known as "The Railbelt".

At the time in history when the White Pass and Yukon Railway was constructed, around the turn of the century, and a few years later when the Alaska Railroad was built, the situation in Alaska was vastly different from current conditions. Alaska was almost totally undeveloped. There were virtually no roads -- only trails -- and no automobiles or trucks, no Marine Highway System, and the railroads were the only reasonable transportation alternative to reach the interior of the territory. In short, the railroads were a transportation monopoly with essentially no competing transportation modes.

In addition, Anchorage did not exist until it was built to house the railroad construction crews on public railroad property which was sold to private interests. World-wide transportation and communication were very slow and this fact minimized the need for large military defense installations in Alaska. The principal economic activities in



Alaska were fishing, hunting, trapping, and prospecting. Industrialization was unknown and the economy was very basic, with commerce related to the major economic activities. Only the most hearty and fittest survived the harsh climatic existence.

Alaska today is a startling contrast to the conditions and situations in which the railroads were first constructed. Early railroad decisions had a driving force because railroads were the only reasonable land transportation alternatives at that time. Now, that force has been reduced and changed to defining the role that railroads play in Alaska in the context of a total transportation system. Railroads in Alaska today must meet present market demand for transportation services and define more clearly the services they can provide better or at less cost than other modes in the context of Alaskan and Northwest Canadian development.

The role, market, and service definitions of railroads in Alaska at this time must be applied and evaluated in the examination of the ownership and operational considerations. This is true, not only for the existing railroad system, but also for any railroad expansion including the frequently discussed link to Canadian railroads and through them to the continental United States.

In examining the Alaska Railroad ownership and operations alternatives, it is essential that consideration be given to the other major components of the State's transportation system. Ports, barges, ships, the Marine Highway, pipelines and the State Highway System are of prime importance. Of lesser importance relative to railroad use, development, and operations are the airports and air service (freight and passengers). This latter transportation component is extremely important in Alaska. Its primary relationship to railroads, however, is more indirect, frequently involving only fuel supplies.

Railroad investment decisions, by the federal and state governments, must be made within the framework of other transportation investment decisions. This is especially acute relative to ports and highways, both of which have historically been public investment responsibilities. Governmental decisions regarding port development, for example, will significantly impact upon rail traffic since all freight inbound to Alaska or outbound from the State use port facilities. Thus, public port investment decisions can either enhance or discourage rail traffic depending upon the nature, extent, type, and scheduling of port facilities and services.

By the same token, highway development investment decisions also have important implications on railroad investments and operations.



For example, the George Parks Highway from Fairbanks to Anchorage, completed in 1971, closely parallels the Alaska Railroad between Alaska's two major cities. The opening of this highway substantially reduced the land transportation mileages thereby enabling trucks to pick up cargo at the Port of Anchorage and deliver it more economically to Fairbanks. Therefore, the general public investment in a highway diverted traffic from the Alaska Railroad public investment. The extent of traffic diversion and an analysis of its economic impact including the resulting increase of public investment required on the Alaska Railroad is certainly beyond the scope of services of this project. However, it is clear that substantial diversion did occur and has had longterm implications on the changing role, function, and financial aspects of the Railroad.

A similar example may be found on the White Pass and Yukon Route between Skagway, Alaska and Whitehorse, Yukon. Funded by the Alaskan government and the federal government of Canada, the Skagway to Whitehorse Highway (known as the Klondike or Carcross Highway) was completed in the late summer of 1978. According to the Canadian Transport Commission "Report of Inquiry into the White Pass and Yukon Railway and Other Surface Transportation Services into and out of the Yukon", in its first complete summer of operation, this highway resulted in the erosion of twenty-eight thousand passengers from the White Pass and Yukon Route. Passenger revenues amount to 19% of the railway's total revenues. The White Pass generally carries about 60-70 thousand passengers per year. Traffic diversion due to public investment in alternative transportation modes is obviously one important factor in railroad finances.

It is within this context that the Alaska Railroad ownership and operation alternatives must be examined.

At the time the Department of Transportation and Public Facilities developed the Request for Proposals for this project, the issue of the ownership and operation of the Alaska Railroad was less important than it has become during the project development period. The attention given to this issue by the consultants has been substantially changed during the project by mutual agreement between the consultants and the Department. This change in emphasis has been necessitated by an inquiry by the Federal Railroad Administration, owners and operators of The Alaska Railroad, of the State's interest in the possible acquisition of the Railroad.



Additionally, the Alaska Legislature's interest in the feasibility of establishing a rail link between the Alaska Railroad and Canadian railroads and the continental railroads in the Lower 48 states raises other significant ownership and operational issues. These latter issues include such questions as: Who would own such a link? Who would have operational responsibilities? Is there adequate traffic to cover operational costs? Will there be a return on the capital investment? If operational costs are not covered by revenue, who will assume the responsibility for the required subsidy? If an operational subsidy is required, how long will it be before a subsidy is no longer necessary? What are the implications of such a trans-Alaska/Canada rail link on the present shipping patterns related to the ports of Seattle, Vancouver and others?

Clearly these are important questions. It is also clear that the scope, schedule, and financial resources of this project are inadequate to seek the essential answers to these questions.

It is now the intent of this project to raise key railroad, public investment, and related issues within the framework of the project research and definitional analysis that has been completed. The continuous rail planning process outlined in this project report provides an approach which will enable the decision-makers in Alaska and in the federal government, in cooperation with private interests and supported by an informed public, to have useful information on which to base vital railroad decisions.

In order to better understand the issue of ownership and operation of the Alaska Railroad, it is necessary to make some observations based upon work on this project. These observations may be summarized as follows:

1. There is a strong dedication on the part of officials and employees to the Alaska Railroad and to an effective and efficient operation.
2. The existing traffic base for the Railroad is quite small because of the sparse Alaskan population and limited manufacturing and industrial development.
3. Natural resource development in Alaskan offers opportunities for significantly expanded rail traffic.



4. The Alaska Railroad has not in the past had an effective marketing program in Alaska and in the "lower 48". Recent steps have been taken, however, to strengthen the marketing program. Governmental ownership of the Alaska Railroad makes marketing difficult. Some private transportation companies perceive the Railroad as being unfair competition because of public support for the Railroad.
5. The Alaska Railroad has been largely limited to the use of public funds for capital investments.
6. Alaska Railroad officials must function within governmental constraints such as personnel procedures, procurement practices, and public funding, leading to time delays and frustration.
7. Most employees of the Alaska Railroad are unionized public employees.
8. Much of the traffic on the Alaska Railroad has historically been for the military. Although the Railroad continues to have the capacity for military transport, the traffic in the last decade or so has shifted significantly toward private freight movement.
9. There are major questions regarding the land under the control of the Railroad. The land status is uncertain if the Railroad were to be sold.
10. The institutional, accounting, and other arrangements between the Railroad and Alaska Hydro-Train, Yutana Barge Lines and others require further examination and clarification.
11. The Alaska Railroad is taking the necessary steps to improve its management of real property, partially in response to a General Accounting Office report. These management improvements should increase the income from non-operating property and provide more uniform rental agreements.
12. Rail passenger service on the Alaska Railroad needs careful evaluation relative to the nature of the market and the determination of subsidy sources. Service improvements are planned, but the need for subsidy even with the improvements is apparent.



Further explanation and observations may be found elsewhere in this report.

There are at least four major alternatives for ownership and operation of the Alaska Railroad: (1) federal, (2) state, (3) private, and (4) combination of public and private. Obviously, there are numerous variations or combinations which could be explored. A comprehensive investigation and analysis of each of these alternatives and the longterm implications are essential, but beyond the scope of this project.

### Federal Ownership and Operation Alternative

This alternative of a continuation of federal ownership and operation is the maintenance of the status quo. Although this alternative is clearly the easiest to implement since it requires no action by anyone, it appears to be unsatisfactory. The recent inquiry by the Federal Railroad Administration of the interest of the State in acquiring the Railroad is evidence of the federal government's dissatisfaction with the present situation. In some ways it is unfortunate that such an inquiry was made while this project was being undertaken. If the information resulting from the completion of this project had been available to the State before the federal disposition inquiry was made, Alaska decision-makers would have been better prepared to cope with the issue.

Under the present situation, the Alaska Railroad cannot be operated as one would operate a private railroad for six basic reasons: (1) there is no way to seek and be sure of obtaining the much needed capital investment funds, (2) marketing efforts are difficult because of the competition issue, (3) railroad management does not have the required flexibility to make and be accountable for major decisions, (4) railroad employees are unsure whether they work for a railroad or the federal government, (5) the parameters of rail service in Alaska have substantially changed from early conditions under which the Railroad was constructed (previously discussed), and there has not been a recent evaluation of the current applicability of the basic organic act, and (6) the Railroad is unable to be as responsive as it might be in meeting the rail service needs of Alaska in such a dynamic environment.

It is possible to continue to have the federal government own and operate The Alaska Railroad. Some improvements can be made under such circumstances, but the improvements will only be minor and will not include major shifts in the responsiveness and operations of the Railroad.