

ALBANY COLLEGE
1900-1901

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HB - HB 100

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something that has to do with the master's
deposition. I haven't gotten an answer back
from the client of whether we could accept
service of process.

I don't think that it's a reasonable
condition, nor should the owner or the London
agent be required to meet that when, indeed,
this is a matter directly related to the
master.

THE COURT:

Who are you representing?

MR. BLISS:

Our firm represents the master, represents
the owner, and it represents the London agent,
all three of which have been...

THE COURT:

Name them, please.

MR. BLISS:

Yes, I shall do so.
The owner...

MS. LEVY:

Your Honor, it is the deposition of the
master that I seek to take.

MR. BLISS:

The owner of the vessel is Transportes Del

1 Este Navegacion, S.A.

2 Rethynis and Kulukundis are the London
3 agents, not operators in London, but London
4 agents.

5 The vessel has been named in the complaint
6 -- I'm not sure it can be a party in these
7 proceedings, but the master is Captain
8 Michalinos, I think it is, and I -- we also
9 represent him.

10 Mapco is represented by other counsel.

11 THE COURT:

12 All right. Now, I'm -- let me see if I
13 understand you. You are asking me to quash
14 this notice of deposition on behalf of clients
15 that you're representing here today in court.

16 They have not consented that you can accept
17 service of process?

18 MR. BLISS:

19 That's correct. As to service of summons
20 and complaint.

21 We are here today because we will be
22 representing them, assuming they're served. We
23 are here today because we were given notice of
24 this; because our clients are interested in it,
25 but they have not yet been served, so far as I

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know.

We may agree to accept service of process in the lawsuit. We assume that that is going to occur. If it does occur, either we accept service, or service is actually perfected, in either event, that the lawsuit is going to commence.

At this point it's a technical problem, I don't think it's a real one. It's not owners trying...

THE COURT:

What...

MR. BLISS:

I beg your pardon?

THE COURT:

Assume, then, that I simply don't quash the deposition until service is accepted. Do you think it will be much of a problem to get your clients to have somebody accept service?

MR. BLISS:

I can't say because I don't have an answer from them. And it's their...

THE COURT:

All right. Well, then I won't quash the deposition.

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MR. BLISS:

Well, certainly, it's their prerogative on the question of whether...

THE COURT:

Yes, it is. I'm not questioning that. I won't quash the deposition -- I will quash the deposition -- or, I assume the State will agree to put the deposition off for seven to 10 days, assuming this service of process is accepted?

MS. LEVY:

Yes, Your Honor, that is what we agree to do.

THE COURT:

So the motion is denied, but it certainly will be granted if service of process is accepted.

At this point, though, I'm not quashing the notice of deposition.

All right.

Anything further?

MR. MONKMAN:

No, Your Honor.

MR. BLISS:

No, Your Honor.

*

1 THE COURT:

2 All right. We'll recess then.

3 THE CLERK:

4 Please rise. Court is now in recess.

5 (Whereupon a brief off the record period
6 was then taken.)

7 THE CLERK:

8 Court now resumes its session.

9 You may be seated.

10 THE COURT:

11 I'm prepared to rule on the motion.

12 As I understand it, Mr. Horton, you want to
13 be heard on the question of the deposition?

14 MR. HORTON:

15 Your Honor, it seems to me that the court
16 might entertain a motion -- I represent Mapco,
17 not particularly involved in what's before the
18 court now, except that, we're going to find it
19 extremely difficult to deal with a critical
20 liability deposition at 10:00 in the morning
21 and not even know if it's going.

22 I was wondering if the court might
23 entertain a suggestion that you set it off at
24 least until Friday morning at 10 o'clock, to
25 give Mr. Bliss a reasonable opportunity to get

1 permission to accept service, but more
2 importantly to allow us to make some other
3 arrangements. And I have a feeling, under that
4 much time pressure, we will make other
5 arrangements that will suit the need. Because
6 at 10:00 in the morning, I'm not gonna be
7 prepared to take a deposition.

8 THE COURT:

9 Ms. Levy?

10 MS. LEVY:

11 I'll agree to that, Your Honor.

12 THE COURT:

13 I think that's very reasonable, yes.

14 That's all right. So, in other words, the
15 notice of deposition is simply changed to 10
16 o'clock on Friday?

17 MR. HORTON:

18 That would accomodate our problem.

19 THE COURT:

20 And I'm assuming that counsel will attempt
21 to find out about the question of service
22 quickly, and if there's no problem with
23 service, then the deposition could be simply
24 set off by the agreement of the parties, or by
25 me, if you come to me, and set for some time,

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seven to 10 days for now.

MR. HORTON:

And implicit -- and I believe it is the case, implicit is that, we do need the -- someone -- the representative of the owner, to say the ship is not leaving before Friday at 10 o'clock, of course, with the captain on it. And that would be something we would encourage the court to inquire into.

We believe that's the case, that it's not leaving before Friday at 10:00, but I'm sure someone besides me should address that.

MR. BISS:

We hope that's a relevant question, but indeed, it's not going to be leaving.

UNIDENTIFIED SPEAKER:

That's true, it's not gonna leave.

MS. LEVY:

I would have no objection if the ship left, as long as the captain stayed behind, to make himself available for the deposition -- for the purpose of this discussion.

MR. BISS:

It won't leave without the captain.

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THE COURT:

Only for the purposes of the discussion of the deposition, is that right?

MS. LEVY:

That's correct.

THE COURT:

All right. I've come to a resolution of the question in my mind, anyway, and it's different from the order -- I'm going to enter an order, but it's different from the order proposed by the State.

And since it is different, and since I don't have anybody to type it right now, I'm not going to give it to you in written form, but I will put it on the record here, and this is it:

Plaintiff having moved pursuant to Civil Rule 65 (b) and AS 46.03.765 for a temporary restraining order prohibiting the M/T Cepheus from leaving the Port of Anchorage until defendants have posted a bond, as required by AS 46.04.040 (c), I hereby enter the following order, pursuant to the provisions of A.S. 46.03.765.

1 Defendants, their agents, employees, and
2 attorneys are directed to prohibit the M/T
3 Cepheus from leaving the Port of Anchorage to
4 sail to Nikiski and transfer oil there, until
5 such time as they have complied with the proof
6 of financial responsibility provisions of AS
7 46.04.040 (c), and have given written notice of
8 such compliance to attorney for the plaintiff.

9 In the event that defendants' current plans
10 to transfer oil at Nikiski change, and they
11 decide to move the M/T Cepheus from the Port of
12 Anchorage for any purpose other than that
13 stated here in court, at this hearing, they
14 must give notice of this intent to the court,
15 and plaintiff, to determine whether this
16 temporary restraining order should be modified
17 pursuant to the provisions of AS 46.03.770, or
18 any other applicable legal authority.

19 Until such notice is given, and plaintiff
20 has had an opportunity to have a hearing before
21 this court on the issue, defendants, their
22 agents, employees' agents and attorneys are
23 directed to prohibit the M/T Cepheus from
24 leaving the Port of Anchorage.

25 Now, the reason that I've done that is

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because it appears to me that the plans, as they are, envision a violation of the financial responsibility provisions.

There may be some other plan that the defendants could come up with that would involve simply leaving the Port of Anchorage, at which point the provisions of 77 -- and not transferring oil. At that point the provisions of 770, and the \$100,000 security limit, might come into effect. I'm not saying that they will, but they might.

I could see where there might be an argument that the limit I should require for security is only \$100,000. But that's not the case here because the intent appears to be to transfer oil within the state.

Therefore, I'm enjoining leaving the Port of Anchorage for that purpose, because it seems clear that that is what the purpose is right now.

Now, I assume -- I don't know what restraints are being placed on the defendant by Federal Authorities, or by any other authorities with regard to moving that ship and taking it, for instance, directly to Seattle.

1 and I haven't been informed of any such plans,
2 but I am enjoining the ship from leaving the
3 port for any purpose, until somebody tells me
4 what that purpose would be, and also notifies
5 counsel for the State, so that they could get
6 to me or another judge in order to have an
7 appropriate order entered.

8 Do the people understand the provisos of
9 the order?

10 MR. BLISS:

11 I understand, judge, but I am concerned
12 that we are approaching the weekend, and there
13 certainly is an enormous expense involved and
14 risk in having the vessel here in Anchorage.

15 If it comes to the question of whether or
16 not the vessel wants to simply leave, because
17 there is the problem, I agree with you about
18 transfer operations at Nikiski without a
19 financial responsibility certificate in place.

20 Then, it may be that that is the only
21 available alternative, and it looks to me like
22 it is. I don't see another available...

23 THE COURT:

24 What is the only available alternative?

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MR. BLISS:

To leave and not go to Nikiski.

THE COURT:

I see. All right.

MR. BLISS:

And that appearing to me to be -- it appears to me, looms large as the real possibility here. It's now late Wednesday -- it seems to me that we're going to run the risk of having this happen on the weekend. Is it possible to...

THE COURT:

Well, I'm available on the weekend. This case is assigned to Judge Serdahely, and, of course, he's really tied up in, I think, two big cases right now that are taking all his time.

I know that ordinarily he would be willing to be available on the weekend, but it may be that he just can't be this weekend.

Until Sunday night, or Monday morning at one o'clock, I'm available within limits. So I -- and I wouldn't hesitate to come down here if I was required to, for instance, on Saturday, to hear some sort of an application.

1 So what I'm telling you is, I'm available
2 on short notice. I didn't mean that you were
3 going to have to rove under normal time
4 provisions of the rules. You can come to me on
5 very short notice, and I would hear such an
6 application if that's what the plans are.

7 I should tell the State that if the plans
8 do change there, it's -- tentatively it's my
9 opinion, having just looked at these statutes,
10 and only read them today, that it may very well
11 be that Mr. Bliss' argument has some merit, and
12 that the limit is \$100,000 at that point,
13 assuming that the plans are not to transfer the
14 oil and some other particular violation of law,
15 except for the oil spill provision, is what
16 we're talking about.

17 MS. LEVY:

18 Your Honor, if I might clarify the order
19 which you just entered.

20 THE COURT:

21 Yes.

22 MS. LEVY:

23 I tried to write as fast as I could, but I
24 couldn't keep up with you.

25 You have enjoined moving the vessel frm the

1 Port of Anchorage until such time as the
2 defendants comply with 46.04.040, Proof of
3 Financial Responsibility, (c) (3), is that
4 right?

5 THE COURT:

6 That's true, as long as the plan is to take
7 the ship to Nikiski and transfer oil.

8 MS. LEVY:

9 Right.

10 THE COURT:

11 Assuming that they -- that there's another
12 plan, which I would think might be an
13 alternative, and that the plan is simply to
14 take the ship and run it to Seattle to get it
15 fixed. I am concerned that nobody does that --
16 tries to do it before they come to me and see
17 whether or not I should enter another order,
18 and if it's 770, that's the applicable statute
19 then, which would require posting of security
20 of \$100,000, and I would simply -- I thought it
21 was authorized by law, that that's all I could
22 require from them, assuming that they were
23 simply leaving, then that's probably the
24 statute that I would use.

25 So I'm trying to give notice to the State,

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as clearly as I can, that I think that statute
may be applicable, and also notice to the
defendants that they are not to move the ship
until they tell me what their plans are.

So they are enjoined from leaving the port
until that notice is given. But they are
enjoined from leaving it to go to Nikiski, and
to transfer oil, until they post proof of
financial responsibility.

MS. LEVY:

That's all that I wanted to clarify. Thank
you.

THE COURT:

Anything else.

MR. BLISS:

I guess there's the question of -- if it
comes to it, a hearing on a preliminary
injunction?

THE COURT:

That I'm really at a loss for, because I
won't be here for 10 days after Sunday, and it
may be that you will have to arrange that with
another judge, which can be done, even if it
isn't Judge Serdahely.

So if you think you're going to need a

1 hearing for preliminary injunction. I could
2 certainly schedule it for me, assuming Judge
3 Serdahely wasn't available, some times after
4 the 10 days. We could talk about it -- you
5 could come over here tomorrow and we could tal
6 about whether Judge Serdahely could do it
7 within 10 days, also.

8 MR. BLISS:

9 Very well. Perhaps it's best if -- surely
10 the plans will firm up in the next day or so,
11 if we just give you written notice in a letter
12 copied to everyone else...

13 THE COURT:

14 Yes, that would be fine.

15 MR. BLISS:

16 ...what the plans are.

17 THE COURT:

18 But if you're going to give me that notice
19 please bring it over here and deliver it to my
20 chambers, because after Friday I won't be here

21 MR. HORTON:

22 Your Honor, just for calendaring purposes,
23 it's my recollection that Judge Serdahely
24 represented Mapco Petroleum in a very long and
25 protracted antitrust case when he was with our

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CERTIFICATE

UNITED STATES OF AMERICA)
) ss.
STATE OF ALASKA)

I, Georgi Ann Haynes, Notary Public in and for the State of Alaska, residing at Anchorage, Alaska, and verbatim reporter for H & M Court Reporting, do hereby certify:

That this transcript, as heretofore annexed, is a true and correct transcription of testimony of said proceedings, to the best of my ability from tapes, with minimal notes supplied, by the Superior Court for the State of Alaska.

That this reporter is not responsible for any misspellings of proper names, nor misuse of names of persons speaking.

That the original of said transcript was filed with the Superior Court, as required by law;

I am not a relative, or employee, or attorney, or counsel of any of the parties, nor am I financially interested in this action.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal this 21st day of February, 1984.

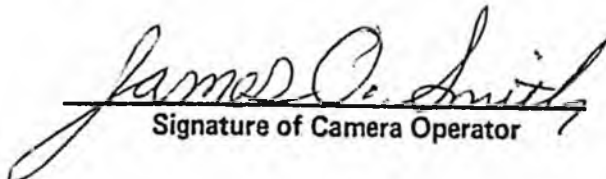
Georgi Ann Haynes
Notary Public in and for Alaska
My commission expires:



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Date

HB

105

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

HT 3-7-85 TAM

Introduced: 1/23/85
Referred: Transportation and
Finance

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

1 IN THE HOUSE

2

HOUSE BILL NO. 105

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act relating to the international airports reve-
7 nue bonds authorization; and providing for an effec-
8 tive date."

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

10 * Section 1. AS 37.15.410 is amended to read:

11 Sec. 37.15.410. BOND AUTHORIZATION. For the purpose of provid-
12 ing part or all of the money to be used, with or without any grants or
13 other money which may become available, the issuance and sale of
14 revenue bonds of the state in the total principal sum of not to exceed
15 \$86,525,000 ^{2,700,0} [\$62,825,000] is authorized to acquire, equip, construct,
16 and install the additions, improvements, extensions, and facilities
17 authorized in AS 37.15.510. The principal of and interest on these
18 bonds shall be paid out of and secured by the gross revenues derived
19 by the state from the ownership, lease, use, and operation of the
20 airports, and of all the facilities of them and out of any other
21 revenues or money which the state legislature may provide exclusive of
22 any state tax or license.

23 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
24 10.070(c).

HB 111

HOUSE BILL NO. 111 (Transportation) (page 600) and reports it back as follows: Shultz (Co-Chairman), Cato, Pearce, Thompson, M.W.Miller and Wallis recommend do pass. Jenkins has no recommendation.

HB 111 was referred to the Rules Committee for placement on the calendar.

HR 288

The Judiciary Committee has considered HOUSE BILL NO. 288 (taking of fish and game for subsistence and personal use; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 288 (Judiciary) (same title) and reports it back as follows: M.M.Miller (Chairman), Clocksin and Sund recommend do pass. Pettyjohn and Phillips recommend do not pass. Gruenberg and Taylor have no recommendation.

HB 288 was referred to the Rules Committee for placement on the calendar.

REPORTS OF SPECIAL COMMITTEESHB 105

The House Special Committee on State Loans has considered HOUSE BILL NO. 105 (international airports revenue bonds authorization; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 105 (Loans):

"An Act relating to the authorization of bonds or notes, establishing conditions under which the bonds or notes for the DeLong Mountain transportation project may be issued; and providing for an effective date."

and reports it back as follows: Sund (Chairman), Uehling and Fuller recommend do pass. Cotten has no recommendation.

HB 105 was referred to the Finance Committee.

INTRODUCTION, FIRST READING AND REFERENCEOF HOUSE BILLSHB 389

HOUSE BILL NO. 389 by the Rules Committee by request of the Governor, entitled:

ANCHORAGE INTERNATIONAL AIRPORT

TERMINAL EXPANSION PHASE II

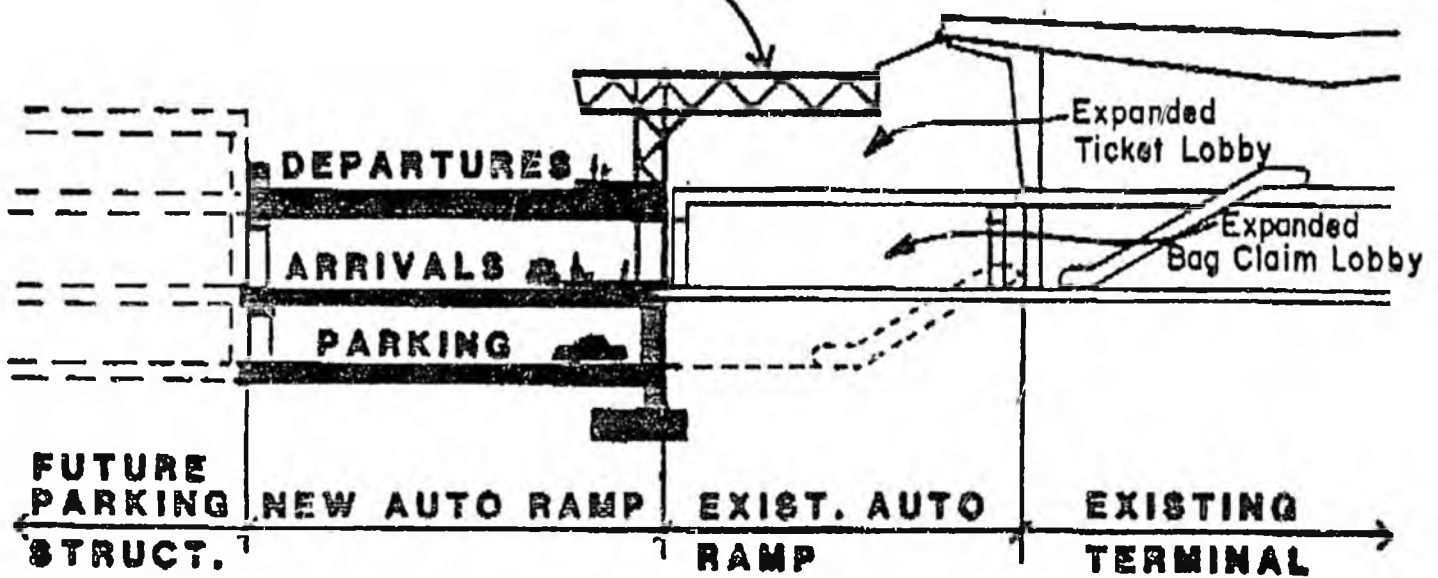
Phase:

This project will expand the existing terminal building width out over the existing vehicle ramps and replace the vehicle ramps. The ticket lobby and bag claim areas will be expanded into this new space and remodeled.

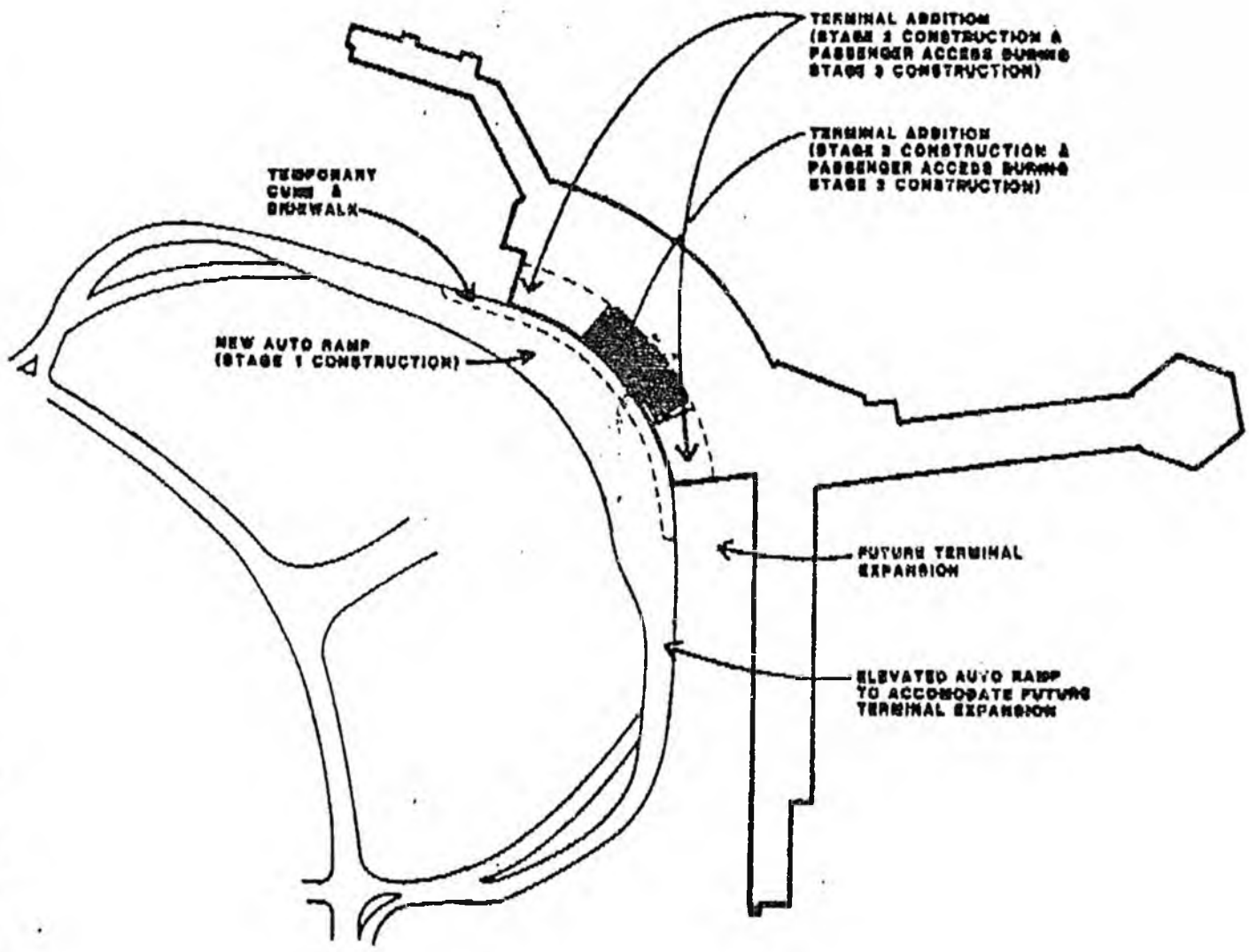
Project Need:

Existing terminal facilities are undersized and inadequate for the level of aviation activity experienced and AIA. Expansion will allow an increase to the lobby and baggage claim areas sufficient to serve the large number of passengers travelling on wide body aircraft. The arrival and departure ramps will be relocated and expanded to accommodate the growing number of travellers and allow continued, convenient airport operation.

**CANTILEVERED
ROOF STRUCTURE**



BUILDING SECTION



TERMINAL ADDITION
(STAGE 2 CONSTRUCTION &
PASSENGER ACCESS DURING
STAGE 3 CONSTRUCTION)

TERMINAL ADDITION
(STAGE 2 CONSTRUCTION &
PASSENGER ACCESS DURING
STAGE 3 CONSTRUCTION)

TEMPORARY
CURB &
SIDEWALK

NEW AUTO RAMP
(STAGE 1 CONSTRUCTION)

FUTURE TERMINAL
EXPANSION

ELEVATED AUTO RAMP
TO ACCOMMODATE FUTURE
TERMINAL EXPANSION

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: HB 105
Title: _____

Sponsor: _____
Requestor: _____
Date of Request: _____

FISCAL DETAIL

Agency Affected: Debt Service
Program Category Affected: _____
General Government
BRU, Program or Subprogram(s) Affected: _____
IARF Debt Service and Fees

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0
TOTAL OPERATING		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0
TOTAL		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page if necessary
Assumes issuance of bonds of \$23,700,00 at 11% with level debt service for 30 years. The project appropriation is continued in the General Appropriation Bill and is titled "Anchorage International Airport Main Terminal Renovation Phase II". Debt Service is capitalized through the bond sales the first two years, and thereafter, paid from the International Airport Revenue Fund.

Prepared By: Ron B. Lind, Director Phone: 465-3911
Division: Financial and Administrative Services Date: _____

Approved by Commissioner: Walter S. Spahr Date: 1/11/85
Agency: DOT & PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

7/1/84

SHEFFIELD
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 23, 1985

The Honorable Ben Grussendorf
Speaker of the House
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill to raise from \$62,825,000 to \$86,525,000 the amount of international airports revenue bonds that may be issued by the state bond committee. This additional \$23,700,000 is intended to be used for the Anchorage International Airport Terminal Renovation, Phase II.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield".

Bill Sheffield
Governor

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
 CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA MAIN TERM RENOV PHASE II

----- F I S C A L Y E A R 1 9 8 6 -----

EXPENDITURES & FUNDING	(01) COL 1	(02) COL 2	(03) COL 3	(04) COL 4	(05) COL 5	(06) COL 6	(07) COL 7	(08) OPER EST	(09) COL 9	(10) REQUEST	(11) GOVERNOR	(12) COL 12	(13) COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								807.1		23380.0	26700.0		
** TOTAL EXPEND								807.1		23380.0	26700.0		
09 I-A TRANSFER													
10 FED. RECEIPT													
11 G. F. MATCH													
12 GENERAL FUND													
13 PGM RECEIPTS													
14 OTHER FUNDS								807.1		23380.0	26700.0		
15 FULL TIME													
16 PART TIME										20.0			
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA MAIN TERM RENOV PHASE II

***** GOVERNOR ANALYSIS *****

OBJECT GROUP	VARIATION		DESCRIPTION: GOVERNOR (\$26,700.0) VERSUS COL 4 (\$0.0)
08 MISC.	26700.0	100.0%	
** TOTALS	26700.0	100.0%	

***** PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION *****

THE PROJECT WILL EXTEND THE TERMINAL NORTHEAST APPROXIMATELY 75 FEET OVER EXISTING ARRIVAL/DEPARTURE DRIVES; CONSTRUCT NEW ARRIVAL/DEPARTURE DRIVES AND MODIFY ACCESS ROADS. THE FIRST PHASE OF THE TERMINAL RENOVATION PROJECT WILL REMODEL THE WEST CONCOURSE AND CONSTRUCT A NEW COMMUTER CONCOURSE. RECONSTRUCTION OF THE NORTH CONCOURSE WILL OCCUR IN PHASE III. THIS PROJECT IS NOT CONTINGENT UPON OTHER IMPROVEMENTS, BUT THE PROPOSED PHASING WILL PROVIDE CONTINUITY AND WILL FACILITATE DEVELOPMENT THROUGH COORDINATION OF CONSTRUCTION.

PROJECT NEED STATEMENT: EXISTING TERMINAL FACILITIES ARE UNDERSIZED AND INADEQUATE FOR CURRENT NEEDS. CONTINUED GROWTH IN AVIATION ACTIVITY IS ANTICIPATED. EXPANSION WILL ALLOW AN INCREASE TO THE EXISTING GATE AREAS AND LOBBIES SUFFICIENT TO SERVE THE LARGE NUMBER OF PASSENGERS ON WIDE-BODY AIRCRAFT. ACCESS DRIVES MUST BE EXPANDED AND RELOCATED TO PROVIDE FOR CONVENIENT CONTINUED AIRPORT OPERATION. RECOMMENDED IS "TERMINAL EXPANSION AND RELOCATION STUDY".

DOCUMENTATION OF ESTIMATED CAPITAL COST: FROM CONSULTANT DESIGN ESTIMATES AND DOT&PE DESIGN AND CONSTRUCTION ENGINEERING PERSONNEL - IS A PRELIMINARY DESIGN ESTIMATE:

IDENTIFICATION OF ALTERNATIVES CONSIDERED: REFERENCE - SECTION 5 OF THE "TERMINAL RENOVATION AND EXPANSION STUDY" - AIA. NO BUILT - WILL RESULT IN CONTINUED PASSENGER CONGESTION IN THE LOBBY AND BAGGAGE CLAIM AREAS. AUTOMOBILE CONGESTION ON THE ARRIVAL/DEPARTURE RAMP.

ANALYSIS OF ESTIMATED OPERATIONAL EXPENSES: COST ESTIMATES WERE DEVELOPED BY AIA. THESE INCLUDE 3 MAINTENANCE WORKERS, 1 ELECTRICIAN, 10 SECURITY POSITIONS AND 6 JANITORIAL POSITIONS.

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The increase in funding for this project is to more accurately reflect total costs of the project through the use of revenue bonds. The change in funding is due solely to a re-estimation of the financing costs. The construction cost of the project is unchanged.

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1 DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES (CONT.)				
2			APPROPRIATION	APPROPRIATION FUND SOURCES
3		ALLOCATIONS	ITEMS	GENERAL FUND OTHER FUNDS
4	ANCHORAGE INTERNATIONAL AIRPORT MAIN TERMINAL RENOVATION PHASE II		26,700,000	26,700,000
5	ANCHORAGE INTERNATIONAL AIRPORT (AIA)		13,932,000	13,932,000
6	6 L/24 R RUNWAY RECONSTRUCTION	1,650,000		
7	AIA MAINTENANCE EQUIPMENT	1,842,000		
8	WEST APRON/TAXIWAY RECONSTRUCTION	2,990,000		
9	ANNUAL IMPROVEMENTS	550,000		
10	PARKING GARAGE DESIGN	3,000,000		
11	PURCHASE G.D. POST OFFICE LEASE/CONSTRUCT PUBLIC PARKING	3,900,000		
12	SEWARD SHOP ADDITION		305,000	305,000
13	CENTRAL REGION PORTS AND HARBORS		1,540,000	1,540,000
14	CENTRAL PORTS AND HARBORS PRELIMINARY ENGINEERING	40,000		
15	SAINT GEORGE HARBOR	1,500,000		
16	NORTHERN REGION HIGHWAYS		126,550,000	10,100,000 116,450,000
17	NORTHERN REGION GENERAL FUND MATCH AND RELATED COSTS FOR APPROPRIATED FY86 FEDERAL AID HIGHWAY PROJECTS	7,050,000		
18	SOUTH FAIRBANKS EXPRESSWAY CONSTRUCTION-EAST END	6,030,000		
19	NORTHERN HIGHWAYS PRELIMINARY ENGINEERING	12,040,000		
20	RICHARDSON HIGHWAY RECONSTRUCTION MP 129-NORTH	9,000,000		
21	DALTON HIGHWAY RESURFACING AND CULVERTS	3,000,000		
22	GEIST ROAD EXTENSION	19,080,000		
23	RICHARDSON HIGHWAY REHABILITATION/CORRIDOR IMPROVEMENTS (FEDERAL AID)	2,400,000		
24	RICHARDSON HIGHWAY/BADGER ROAD INTERCHANGE CONSTRUCTION	6,210,000		

BILL SHEFFIELD
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 23, 1985

The Honorable Ben Grussendorf
Speaker of the House
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill to raise from \$62,825,000 to \$86,525,000 the amount of international airports revenue bonds that may be issued by the state bond committee. This additional \$23,700,000 is intended to be used for the Anchorage International Airport Terminal Renovation, Phase II.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield".

Bill Sheffield
Governor

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST
 Bill/Resolution No.: HB 105
 Title: _____
 Sponsor: _____
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL
 Agency Affected: Debt Service
 Program Category Affected: _____
 General Government
 BRU, Program or Subprogram(s) Affected: _____
 IARF Debt Service and Fees

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0
TOTAL OPERATING		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0
TOTAL		2,850.0	2,850.0	2,850.0	2,850.0	2,850.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page if necessary
 Assumes issuance of bonds of \$23,700,00 at 11% with level debt service for 30 years. The project appropriation is continued in the General Appropriation Bill and is titled "Anchorage International Airport Main Terminal Renovation Phase II". Debt Service is capitalized through the bond sales the first two years, and thereafter, paid from the International Airport Revenue Fund.

Prepared By: Ron B. Lind, Director Phone: 465-3911
 Division: Financial and Administrative Services Date: _____

Approved by Commissioner: Walter S. Sparks Date: 1/11/85
 Agency: DOT & PE

Distribution (by Agency preparing fiscal note):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

7/1/84

PROJECTED
DEBT BOND

Row Lind
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DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

GOVERNOR'S FY'86
CIP BUDGET
12/14/84

REGIONAL DISTRIBUTION
12/14/84

	Total	General Fund	Other
CENTRAL REGION			
Highways	\$127,493.4	\$33,963.4	\$99,530.0
Aviation	60,670.4	4,385.0	55,685.4
Ports & Harbors	1,540.0	1,540.0	
Facilities	305.0		305.0
Erosion Control	325.0	325.0	
Support	630.0	130.0	500.0
CENTRAL REGION TOTAL	<u>\$196,363.8</u>	<u>\$40,343.4</u>	<u>\$156,020.4</u>
NORTHERN REGION			
Highways	\$126,550.0	\$10,100.0	\$116,450.0
Aviation	34,874.0	2,100.0	32,774.0
Erosion Control	500.0	500.0	
Support	1,102.0	150.0	952.0
NORTHERN REGION TOTAL	<u>\$163,026.0</u>	<u>\$12,850.0</u>	<u>\$150,176.0</u>
SOUTHEAST REGION			
Highways	\$31,486.0	\$2,361.0	\$29,125.0
Aviation	7,430.0	678.0	6,752.0
Ports & Harbors	2,380.0	2,380.0	
Facilities	181.0	131.0	50.0
Support	150.0	50.0	100.0
SOUTHEAST REGION TOTAL	<u>\$41,627.0</u>	<u>\$5,600.0</u>	<u>\$36,027.0</u>
ALASKA MARINE HIGHWAY TOTAL	<u>\$17,715.0</u>	<u>\$13,415.0</u>	<u>\$4,300.0</u>
STATEWIDE PROGRAMS			
Highways	\$8,390.0	\$1,310.0	\$7,080.0
Facilities	500.0	500.0	
Transit	320.0		320.0
State Equipment Fleet	15,800.0		15,800.0
Support	4,830.0	2,162.3	2,667.7
STATEWIDE PROGRAMS TOTAL	<u>\$29,840.0</u>	<u>\$3,972.3</u>	<u>\$25,867.7</u>
DEPARTMENTWIDE TOTAL	<u>\$448,571.8</u>	<u>\$76,180.7</u>	<u>\$372,391.1</u>

	Chapter	Total	General Fund	Other
ENTRAL REGION				
HIGHWAYS				
Central Region General Fund Match and Related Costs for Appropriated FY86 Federal Aid Highway Projects		\$ 5,765.0	\$ 5,765.0	\$
Central Highways Preliminary Engineering [FHWA]		3,420.0		3,420.0
Parks Highway Rehabilitation MP 133-163 [FHWA]		3,285.0		3,285.0
New Seward Highway Rehabilitation: 4th Ave-36th Ave [FHWA]		2,880.0		2,880.0
Eklutna Frontage Road Construction: Glenn Highway [FHWA]		2,250.0		2,250.0
New Seward Highway Rehabilitation: Girdwood to Ingram Creek [FHWA]		5,800.0		5,800.0
Eagle River Bridge-Hiland Drive Preliminary Engineering and Right-of-way Acquisition		500.0	500.0	
Boniface Parkway Reconstruction: Tudor-Debarr		8,700.0	8,700.0	
Reimbursable Receive and Expend Authority: Boniface Parkway-Tudor to Debarr [PROG RCPT]		8,700.0		8,700.0
North Eagle River Intersection Engineering Right-of-Way Acquisition [FHWA]		720.0		720.0
Seward Road Reconstruction: McRae-International		9,600.0	9,600.0	
Copper River Highway Bridge Replacement [FHWA]		1,300.0		1,300.0
East Hill Road Construction and Realignment Phase I		4,300.0	4,300.0	
Wasilla Area Intersection Illumination		160.0	160.0	
Glenn Highway/Arctic Avenue Signalization		315.0	315.0	
Kenai Area Intersection Improvements		200.0	200.0	
Eagle River Ramp Capacity Improvement		273.4	73.4	
Old Seward Highway Engineering and Right-of-Way Acquisition: Dowling-Huffman [FHWA]		3,600.0		3,600.0
Sterling Highway 157 to 147 Reconstruction [FHWA]		9,000.0		9,000.0
Raspberry Road Right-of-Way and Road Reconstruction: Jewel Lake-Minnesota [FHWA]		15,930.0		15,930.0
Glenn Highway Widening: Muldoon-Hiland Drive [FHWA]		19,530.0		19,530.0
Boniface Interchange Construction: Glenn Highway [FHWA]		4,500.0		4,500.0
Redoubt Avenue, North and South Binkley, Sterling Highway Improvements/Traffic Signal - Soldotna		2,650.0	2,650.0	
Ports Lions Bay View Road		400.0	400.0	
Glenn Highway - Parks Highway Signal and Channelization		1,100.0	1,100.0	
Rabbit Creek Road - Dearmoun Road Interchange [FHWA]		18,500.0		18,500.0
Anchorage Ridesharing Program [FHWA]		115.0		115.0
HIGHWAYS TOTAL		\$133,493.4	\$33,963.4	\$99,530.0

	Chapter	Total	General Fund	Other
CENTRAL REGION				
AVIATION				
Central Region General Fund Match and Related Costs for FY86 Appropriated Federal Aid Aviation Projects		\$ 1,350.0	\$ 1,350.0	\$
Central Aviation Preliminary Engineering		100.0	100.0	
Dillingham Airport Runway Reconstruction		2,800.0	2,800.0	
Cold Bay Airport Runway 14/32 Resurface (Federal Aid) [AIP]		3,226.0		3,226.0
New Wasilla Airport Development [AIP]		3,150.0		3,150.0
Port Heiden Airport Improvements [AIP]		1,656.0		1,656.0
Seldovia Airport Improvements [AIP]		1,440.0		1,440.0
Old Harbor Airport Construction (Federal Aid) [AIP]		2,398.0		2,398.0
Old Harbor Airport Construction (Non-Federal Aid)		135.0	135.0	
Goose Bay Airport Improvements [AIP]		720.0		720.0
King Cove Airport Apron Expansion [AIP]		483.4		483.4
Manokotak Airport Reconstruction [AIP]		1,980.0		1,980.0
Anchorage International Airport Main Terminal Renovation Phase II [IARF]		26,700.0		26,700.0
AIA 6 L/24 R Runway Reconstruction [1,000.0 AIP; 650.0 IARF]		1,650.0		1,650.0
AIA Maintenance Equipment [IARF]		1,842.0		1,842.0
AIA West Apron/Taxiway Reconst. [2,691.0 AIP; 299.0 IARF]		2,990.0		2,990.0
AIA Annual Improvements [IARF]		550.0		550.0
AIA Parking Garage Design [IARF]		3,000.0		3,000.0
AIA Purchase Old Post Office Lease/Construct Public Parking [IARF]		3,900.0		3,900.0
AVIATION TOTAL		\$60,070.4	\$4,385.0	\$55,685.4
PORTS & HARBORS				
Central Ports and Harbors Preliminary Engineering		40.0	40.0	
Saint George Harbor		1,500.0	1,500.0	
PORTS & HARBORS TOTAL		1,540.0	1,540.0	
FACILITIES				
Seward Shop Addition [HWCF]		305.0		305.0
EROSION CONTROL				
Munapitchuk Bank Stabilization		325.0	325.0	
SUPPORT				
Central Region Advance Project Definition [FHWA]		630.0	130.0	500.0
CENTRAL REGION TOTAL		\$196,363.8	\$40,343.4	\$156,020.4

	Chapter	Total	General Fund	Other
NORTHERN REGION				
HIGHWAYS				
Northern Region General Fund Match and Related Costs for Appropriated FY86 Federal Aid Highway Projects		\$ 7,050.0	\$ 7,050.0	\$
South Fairbanks Expressway Construction - East End [FHWA]		6,030.0		6,030.0
Northern Highways Preliminary Engineering [FHWA]		12,040.0		12,040.0
Richardson Highway Reconstruction MP 129-North [FHWA]		9,000.0		9,000.0
Dalton Highway Resurfacing and Culverts		3,000.0	3,000.0	
Geist Road Extension [FHWA]		19,080.0		19,080.0
Richardson Highway Rehabilitation/Corridor Improvements (Federal Aid) [FHWA]		2,400.0		2,400.0
Richardson Highway/Badger Rd. Interchange Construction [FHWA]		6,210.0		6,210.0
Farmers Loop Road Reconstruction [FHWA]		12,240.0		12,240.0
Parks Highway Rehabilitation MP 190-North [FHWA]		8,640.0		8,640.0
Glenn Highway Rehabilitation MP 135-North [FHWA]		1,440.0		1,440.0
Gilmore Trail Paving and Reconstruction Supplemental		50.0	50.0	
Alaska Highway Reconstruction MP 1270-North [FHWA]		13,500.0		13,500.0
Nome-Taylor Highway Rehabilitation MP 13-North [FHWA]		4,680.0		4,680.0
Richardson Highway Rehabilitation MP 25-North [FHWA]		1,080.0		1,080.0
Egerton Highway Rehabilitation MP 0-East Preliminary Engineering [FHWA]		7,110.0		7,110.0
Nuiqsut - Prudhoe Road Preliminary Engineering and Construction [FHWA]		13,000.0		13,000.0
HIGHWAYS TOTAL		\$126,550.0	\$10,100.0	\$116,450.0
AVIATION				
Northern Region General Fund Match and Related Costs for Appropriated FY86 Federal Aid Aviation Projects		\$ 2,100.0	\$ 2,100.0	
Elim Airport Improvements [AIP]		1,800.0		1,800.0
Tanana Airport Improvements [AIP]		450.0		450.0
Nome Airport Terminal Site Preparation [AIP]		300.0		300.0
Barrow Airport Apron Improvements [AIP]		3,150.0		3,150.0
Ambler Runway Improvement/Cross-Wind Construction [AIP]		4,500.0		4,500.0
Quartz Creek Airport Extension [AIP]		3,600.0		3,600.0
Basin Creek Runway Extension/Resurface [AIP]		900.0		900.0
Salmon Lake Runway Resurfacing [AIP]		630.0		630.0
Golovin Airport Improvements [AIP]		810.0		810.0
Circle City Airport Relocation [AIP]		3,150.0		3,150.0
Noatak Airport Improvements [AIP]		2,250.0		2,250.0
Selawik Airport Improvement [AIP]		2,070.0		2,070.0
Northern Region Crash/Fire/Rescue Vehicle Purchase [AIP]		864.0		864.0
FIA Runway Resurfacing [4,000.0 AIP; 4,000 IARF]		8,000.0		8,000.0
FIA Annual Improvements [IARF]		300.0		300.0
AVIATION TOTAL		\$34,874.0	\$2,100.0	\$32,774.0

	Chapter	Total	General Fund	Other
NORTHERN REGION				
EROSION CONTROL				
Unalakleet Erosion Control		\$500.0	\$500.0	
SUPPORT				
Northern Region Advanced Project Definition [70.0 AIP; 882.0 FHWA]		\$1,102.0	\$150.0	\$952.0
NORTHERN REGION TOTAL		\$163,026.0	\$12,850.0	\$150,176.0
SOUTHEAST REGION				
HIGHWAYS				
Southeast Region General Fund Match and Related Costs for Appropriated FY86 Federal Aid Highway Projects		\$ 2,000.0	\$ 2,000.0	\$
Southeast Highway Preliminary Engineering [FHWA]		1,810.0		1,810.0
Juneau Pilot Ridesharing Program [FHWA]		75.0		75.0
Airport to Park Road Surfacing-Gustavus		66.0	66.0	
Salmon River Road Surfacing and Dike Repair-Hyder		50.0	50.0	
Juneau Roads Rehabilitation		145.0	145.0	
Ketchikan Roads Rehabilitation		60.0	60.0	
Airport Road Gravel Surfacing-Klawock		20.0	20.0	
Bayview Drive Gravel Surfacing and Guardrails-Yakutat		20.0	20.0	
Ferry Terminal to Gunnuk Creek Road Upgrade-Kake [FHWA]		225.0		225.0
Hoonah Arterial [FHWA]		2,070.0		2,070.0
Keku Road Upgrade and Paving-Kake [FHWA]		2,025.0		2,025.0
Old Glacier Highway Overlay-Juneau [FHWA]		1,800.0		1,800.0
North Tongass Highway Widening and Paving Phase II [FHWA]		5,400.0		5,400.0
Union Street and 2nd Avenue Intersection Improvement- Haines [FHWA]		90.0		90.0
Tongass Avenue Traffic Improvements [FHWA]		4,500.0		4,500.0
Egan Drive Spot Improvements [FHWA]		900.0		900.0
Old Glacier Highway Extension to McNugget Intersection [FHWA]		2,700.0		2,700.0
Alsek Road Paving-Yakutat [FHWA]		1,350.0		1,350.0
Sawmill Creek Road Overlay-Sitka [FHWA]		900.0		900.0
Dyea Road Spot Improvements-Skagway [FHWA]		450.0		450.0
Douglas Highway Turnout [FHWA]		180.0		180.0
Southeast Federal Aid to Urban System Funding [FHWA]		3,200.0		3,200.0
Ferry Terminal to 'H' Street Overlay-Petersburg [FHWA]		450.0		450.0
Glacier Highway Paving and Intersection Construction [FHWA]		900.0		900.0
Juneau-Haines Road Route Study [FHWA]		100.0		100.0
HIGHWAYS TOTAL		\$31,486.0	\$2,361.0	\$29,125.0

	Chapter	Total	General Fund	Other
SOUTHEAST REGION				
AVIATION				
Southeast Region General Fund Match and Related Costs for Appropriated FY86 Federal Aid Aviation Projects		\$ 600.0	\$ 600.0	\$
Southeast Aviation Preliminary Engineering		35.0	35.0	
Klawock Runway Extension and Paving [AIP]		2,277.0		2,277.0
Gustavus Airport Improvements [AIP]		450.0		450.0
Ketchikan Airport Shuttle Terminal Relocation [AIP]		3,800.0		3,800.0
Ketchikan Airport Crash/Fire/Rescue Vehicle Purchase [AIP]		225.0		225.0
Southeast Floatplane Facilities Rehabilitation		43.0	43.0	
AVIATION TOTAL		\$7,430.0	\$678.0	\$6,752.0
PORTS AND HARBORS				
Juneau Auke Bay Harbor Supplemental		\$2,300.0	\$2,300.0	
Craig Harbor Facility Rehabilitation		70.0	70.0	
Thorne Bay Harbor Preliminary Engineering		10.0	10.0	
PORTS AND HARBORS TOTAL		\$2,380.0	\$2,380.0	
FACILITIES				
Southeast Facilities Code Conformance		\$61.0	\$61.0	
Ketchikan Court and Office Building Roof Repair		30.0	30.0	
Douglas Island Center Building Curtainwall Repair		40.0	40.0	
Southeast Shop Hoist Replacement [HWCF]		50.0		50.0
FACILITIES TOTAL		\$181.0	\$131.0	\$50.0
SUPPORT				
Southeast Region Advanced Project Definition [FHWA]		\$150.0	\$50.0	\$100.0
SOUTHEAST REGION TOTAL		\$41,627.0	\$5,600.0	\$36,027.0
ALASKA MARINE HIGHWAY SYSTEM				
Alaska Marine Highway System Preliminary Engineering [FHWA]		\$780.0	\$60.0	\$720.0
Administration Computer and Reservation System Supplemental		1,500.0	1,500.0	
Alaska Marine Highway Vessel Improvements		1,500.0	1,500.0	
Alaska Marine Highway Terminal Facility Improvements		320.0	320.0	
Whittier Ferry Terminal Reconstruction [FHWA]		1,940.0	140.0	1,800.0
Whittier Ferry Terminal Reconstruction-Upland Developments (Non-Federal Aid)		200.0	200.0	
Columbia Bow Thruster [FHWA]		1,300.0	330.0	970.0
Skagway Fender and Ramp Upgrade		400.0	400.0	
Hoonah Ferry Terminal Improvements		400.0	400.0	
Elfin Cove Transfer Facility Construction [FHWA]		875.0	65.0	810.0
Ketchikan Vessel Maintenance Facility Supplemental		8,500.0	8,500.0	
ALASKA MARINE HIGHWAY SYSTEM TOTAL		\$17,715.0	\$13,415.0	\$4,300.0

	Chapter	Total	General Fund	Other
STATEWIDE PROGRAMS				
HIGHWAYS				
Bridge Rehabilitation and Replacement Program [FHWA]		\$4,600.0	\$ 920.0	3,680.0
Safety Improvement Program [FHWA]		3,790.0	390.0	3,400.0
HIGHWAYS TOTAL		\$8,390.0	\$1,310.0	\$7,080.0
FACILITIES				
Asbestos Assessment		\$500.0	\$500.0	
TRANSIT				
Statewide UMTA Transit Grants [UMTA]		\$320.0		\$320.0
STATE EQUIPMENT FLEET				
Statewide Equipment Fleet Replacement Program [HWCFF]		\$15,800.0		\$15,800.0
SUPPORT				
Annual Highway Planning Work Program [HPR]		\$1,930.0	\$ 500.0	1,430.0
Statewide Research Program [HPR]		1,250.0	600.0	650.0
Small Streams Flood Investigation [USGS]		150.0	10.0	140.0
Survey Equipment Replacement		150.0	150.0	
Payment of Construction Claims		500.0	500.0	
Disadvantaged Business Enterprise Participation Bonus [FHWA]		850.0	402.3	447.7
SUPPORT TOTAL		\$4,830.0	\$2,122.3	\$2,667.7
STATEWIDE PROGRAMS TOTAL		\$29,840.0	\$3,972.3	\$25,867.7

1998
 Statewide Research Program [HPR]

1,250.0
 150.0

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FY 86 Budget Request

(in thousands)

TOTAL OPERATING BUDGET

\$308,653.5

Source of Funding

General Fund	\$186,819.5
Capital Improvement Receipts	60,371.5
Highway Working Capital Fund	28,892.9
International Airport Revenue Fund	27,100.6
Interagency Receipts	2,222.2
Federal Receipts	1,992.0
Program Receipts	1,254.8
	<u>308,653.5</u>

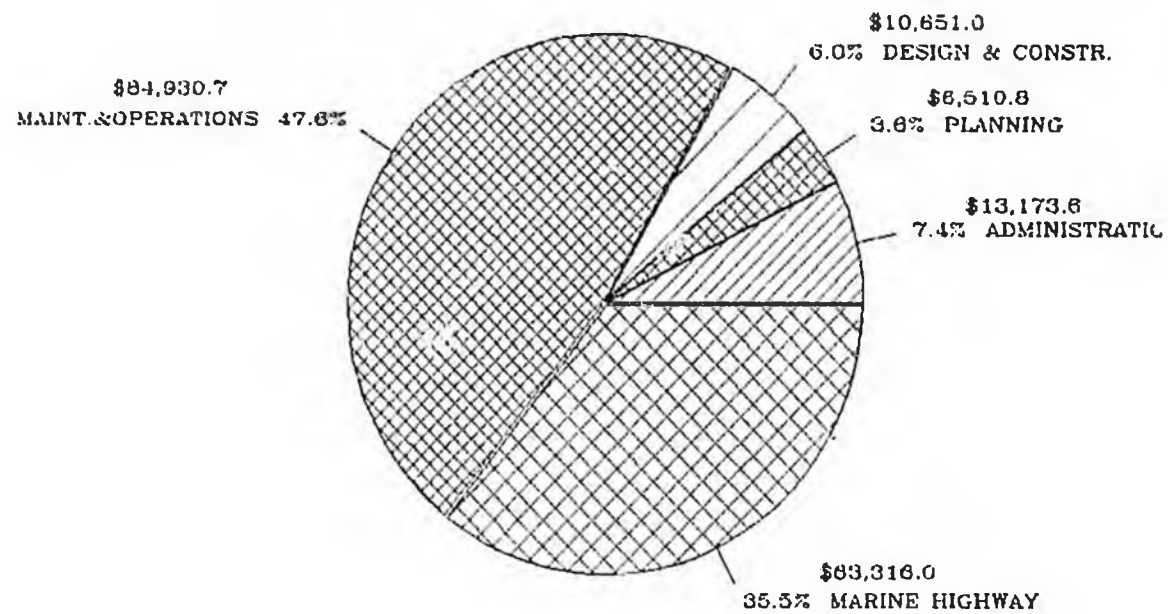
TOTAL CAPITAL BUDGET

\$448,571.8

Source of Funding

Federal Highway Administration	\$251,794.7
General Fund	55,398.4
Federal Airport Improvement Program	54,040.4
International Airport Revenue Fund	41,241.0
General Fund Match	20,782.3
Highway Working Capital Fund	16,155.0
Other	9,160.0
	<u>448,571.8</u>

FY 85 DOT&PF OPERATING BUDGET GENERAL FUND BY FUNCTION (IN 1000'S)



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

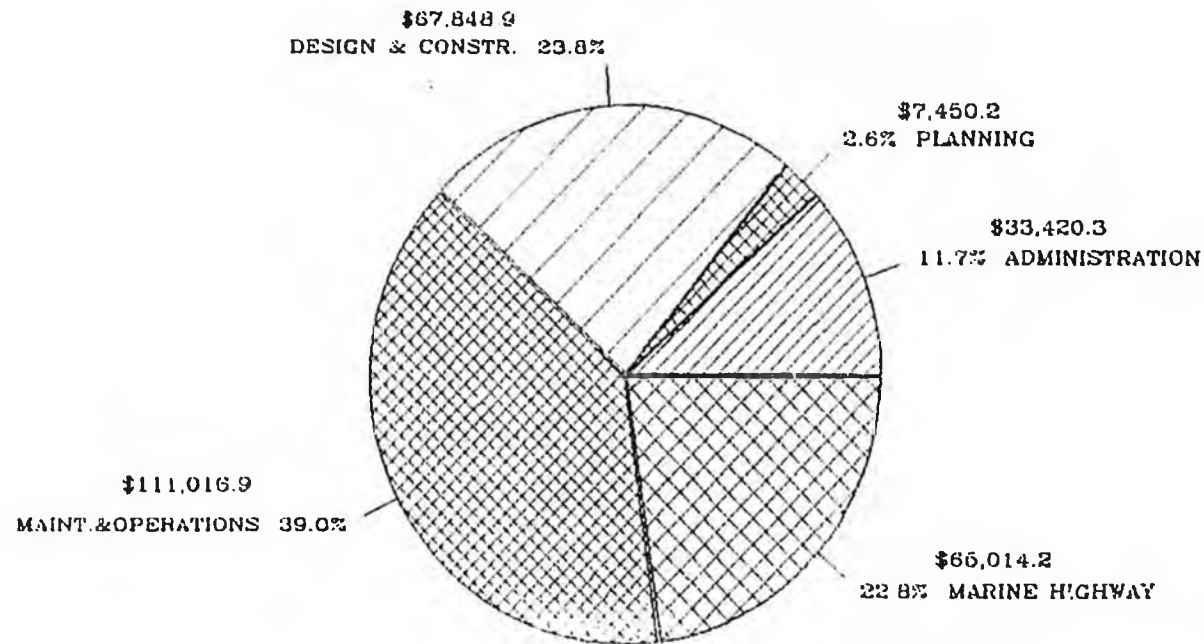
FY 85

Operating Budget By Function

<u>Function</u>	<u>Total</u>	<u>General Fund</u>	<u>Other</u>
<u>Planning</u>	\$ 7,450.2	\$ 6,510.8	\$ 939.4
<u>Administration</u>	33,420.3	13,173.6	20,246.7
<u>Design & Construction</u>	67,848.9	10,651.0	57,197.9
Design & Construction	61,729.1	7,752.6	53,976.5
Standards & Tech. Services	6,119.8	2,898.4	3,221.4
<u>Alaska Marine Highway System</u>	65,014.2	63,316.0	1,698.2
<u>Maintenance & Operations</u>	111,016.9	84,930.7	26,086.2
M&O	86,880.1	83,914.1	2,966.0
Airports	23,136.8	16.6	23,120.2
Snow & Ice	1,000.0	1,000.0	
=====			
Agency Totals	\$284,750.5	\$178,582.1	\$106,168.4
<u>HWCF Adjustment</u>		(10,000.0)	10,000.0
<hr/>			
Adjusted Agency Total	\$284,750.5	\$168,582.1	\$116,168.4

FY 85 DOT&PF OPERATING BUDGET

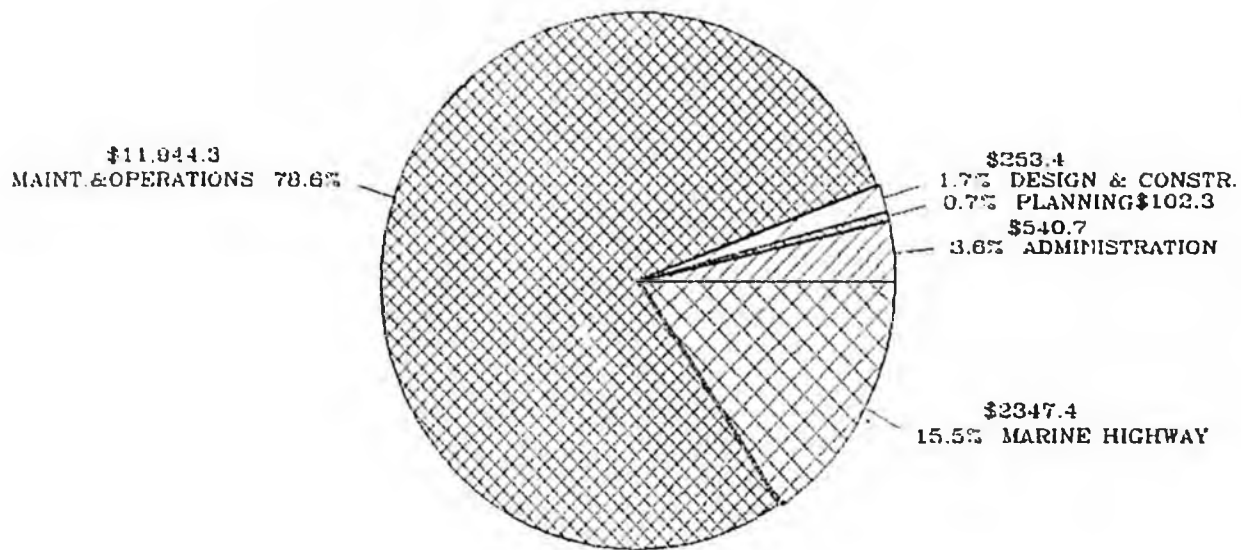
TOTAL BY FUNCTION (IN 1000'S)



FY 86 DOT&PF OPERATING BUDGET

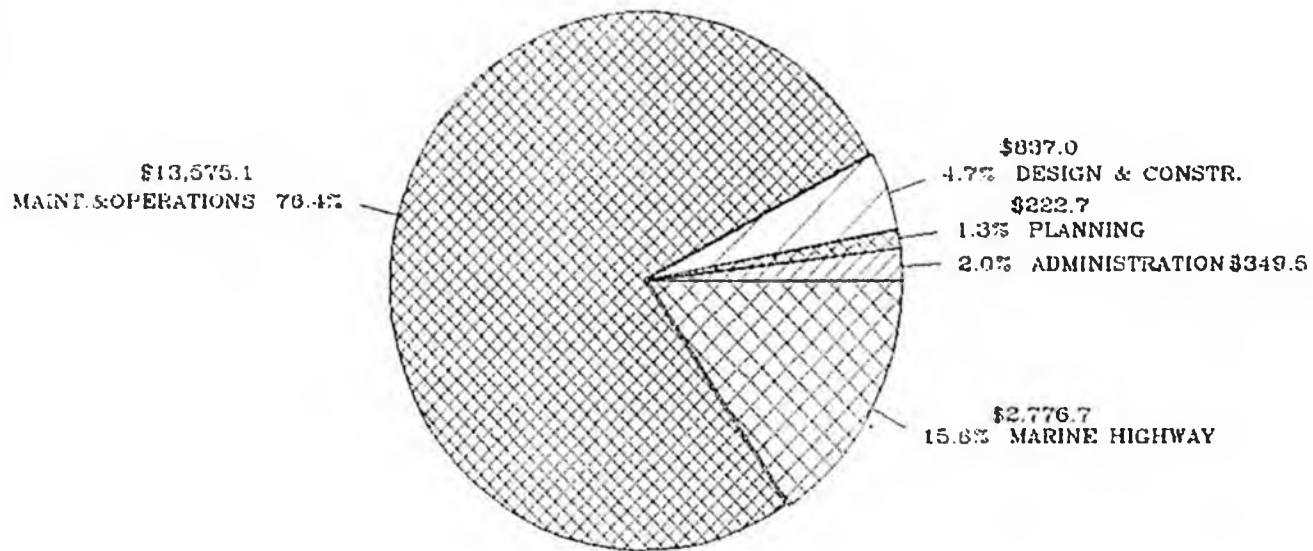
GENERAL FUND INCREMENTS BY FUNCTION

(IN 1000'S)



FY 86 DOT&PF OPERATING BUDGET

TOTAL INCREMENTS BY FUNCTION
(IN 1000'S)



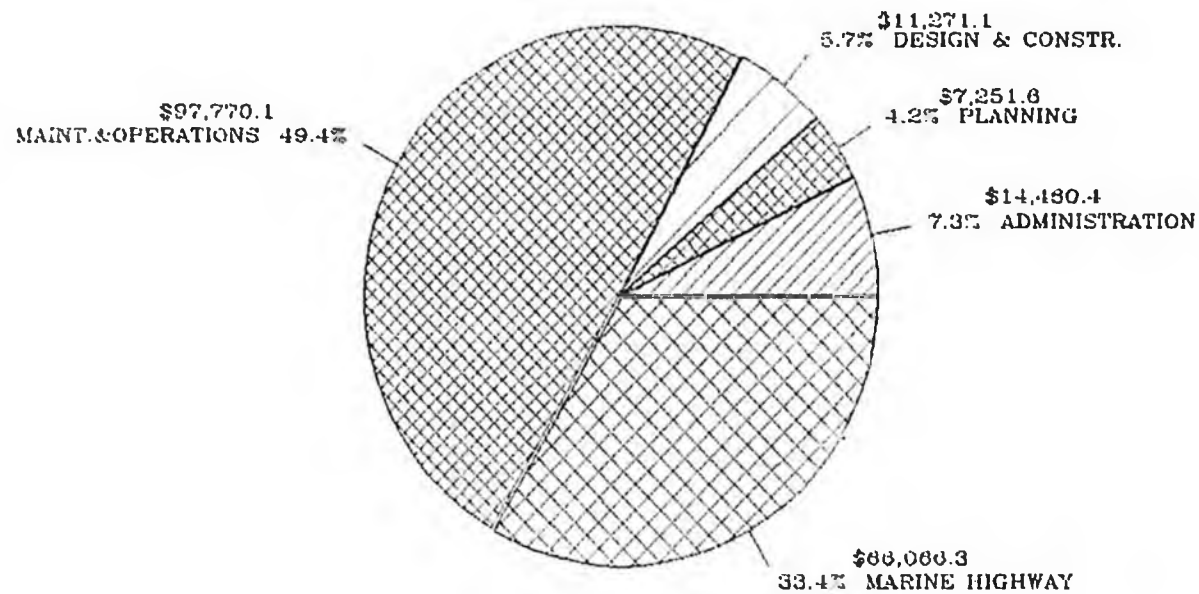
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FY 86 Budget Increments

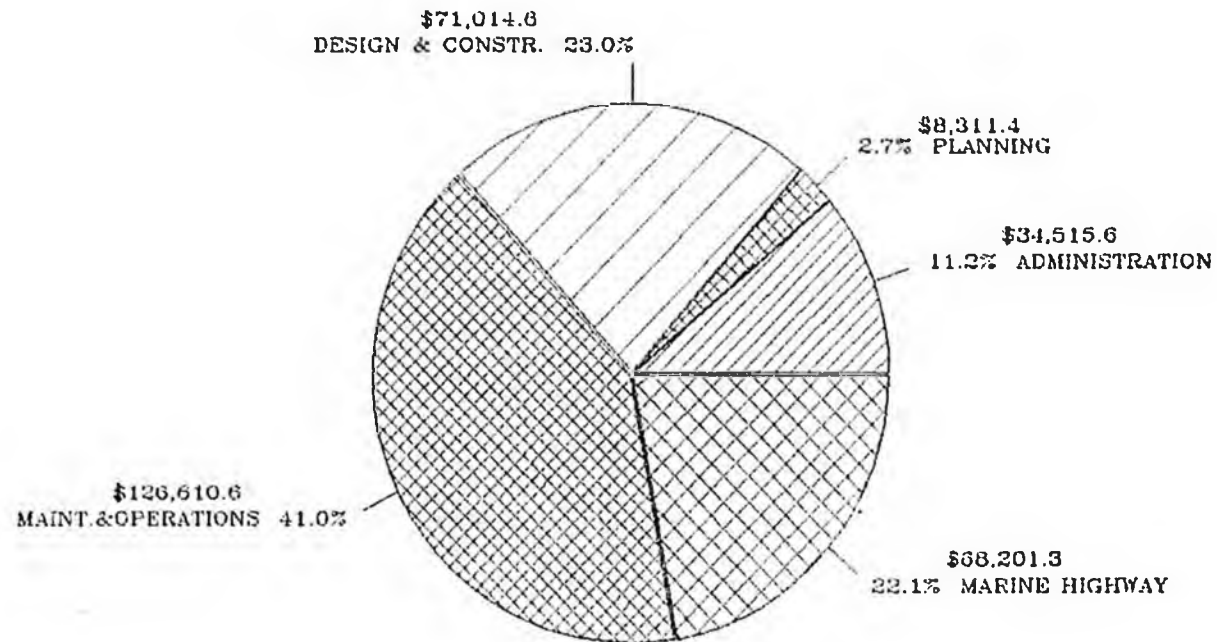
Governor's Request

Function	Total	General Fund	Other
Planning	222.7	102.3	120.4
Administration	349.5	540.7	(191.2)
Design and Construction	837.0	253.4	583.6
Alaska Marine Highway System	2,776.7	2,347.4	429.3
Maintenance and Operation	13,575.1	11,944.3	1,630.8
=====			
Agency Totals	\$17,761.0	\$15,188.1	\$2,572.9

FY 86 DOT&PF OPERATING BUDGET GENERAL FUND BY FUNCTION (IN 1000'S)



FY 86 DOT&PF OPERATING BUDGET TOTAL BY FUNCTION (IN 1000'S)



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FY 86

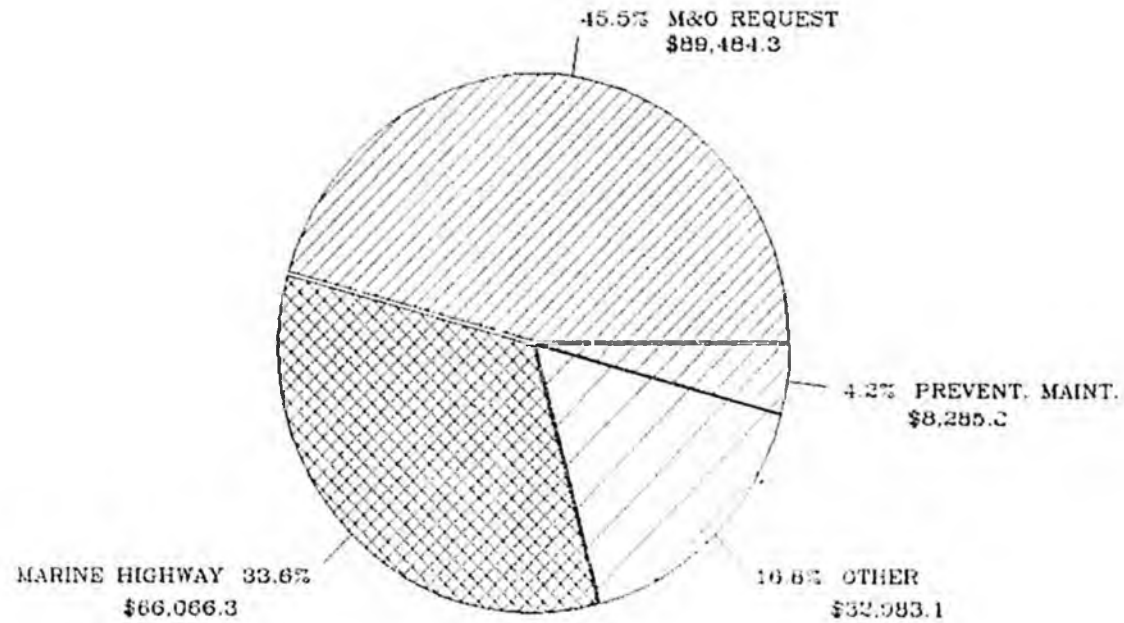
Operating Budget By Function

Governor's Request

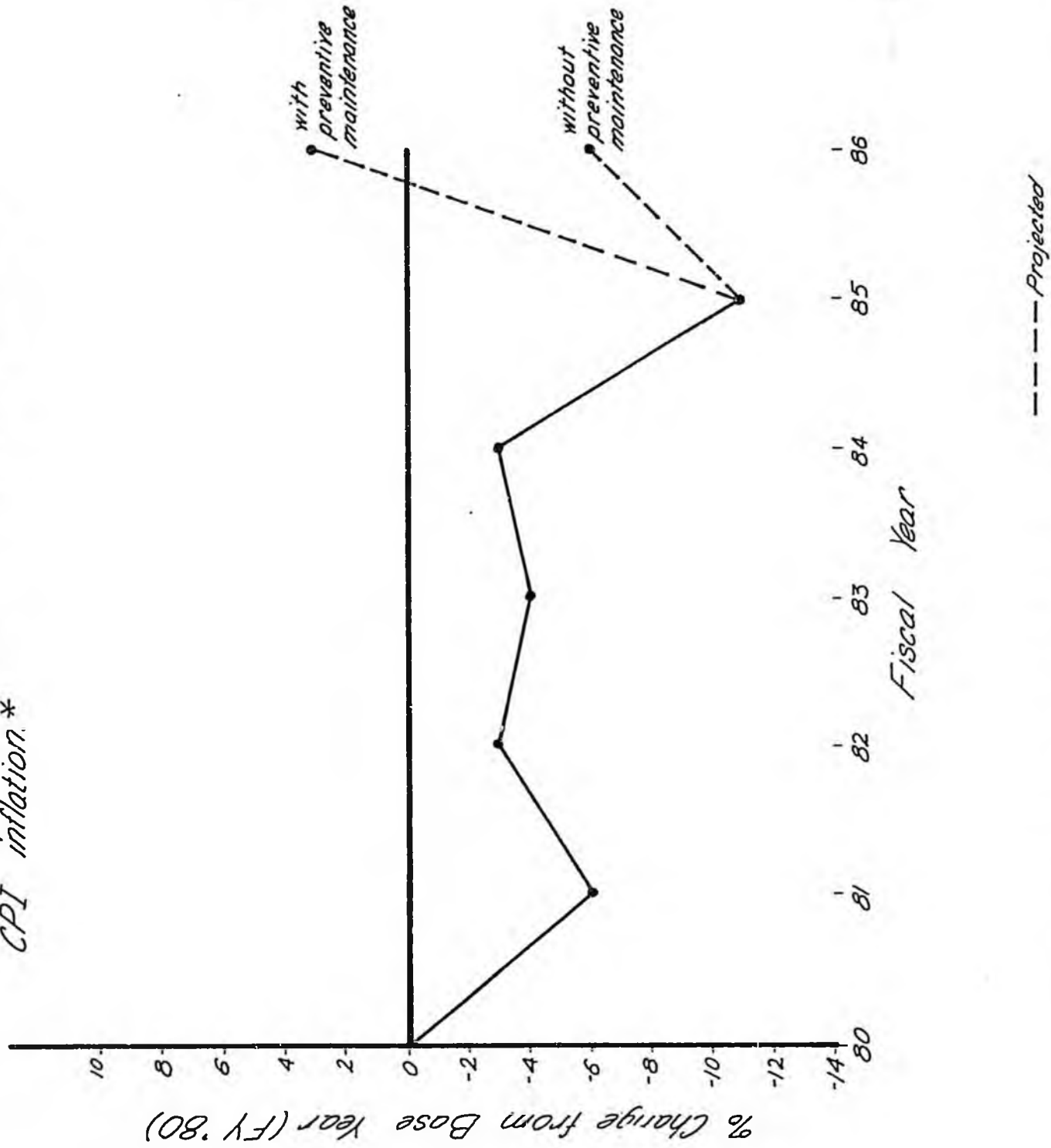
<u>Function</u>	<u>Total</u>	<u>General Fund</u>	<u>Other</u>
<u>Planning</u>	\$ 8,311.4	\$ 7,251.6	\$ 1,059.8
<u>Administration</u>	34,515.6	14,460.4	20,055.2
<u>Design & Construction</u>	71,014.6	11,271.1	59,743.5
Standards & Tech. Services	6,611.9	3,082.1	3,529.8
Design & Construction	64,402.7	8,189.0	56,213.7
<u>Alaska Marine Highway System</u>	68,201.3	66,066.3	2,135.0
<u>Maintenance & Operations</u>	126,610.6	97,770.1	28,840.5
M&O	99,487.3	96,770.1	2,717.2
Airports	26,123.3		26,123.3
Snow & Ice	1,000.0	1,000.0	
=====			
Agency Totals	\$308,653.5	\$196,819.5	\$111,834.0
<u>HWCF Adjustment</u>		(10,000.0)	10,000.0

Adjusted Agency Total	\$308,653.5	\$186,819.5	\$121,834.0

FY 86 DOT&PF OPERATING BUDGET
GENERAL FUND GOVERNOR'S REQUEST
(IN \$1000'S)

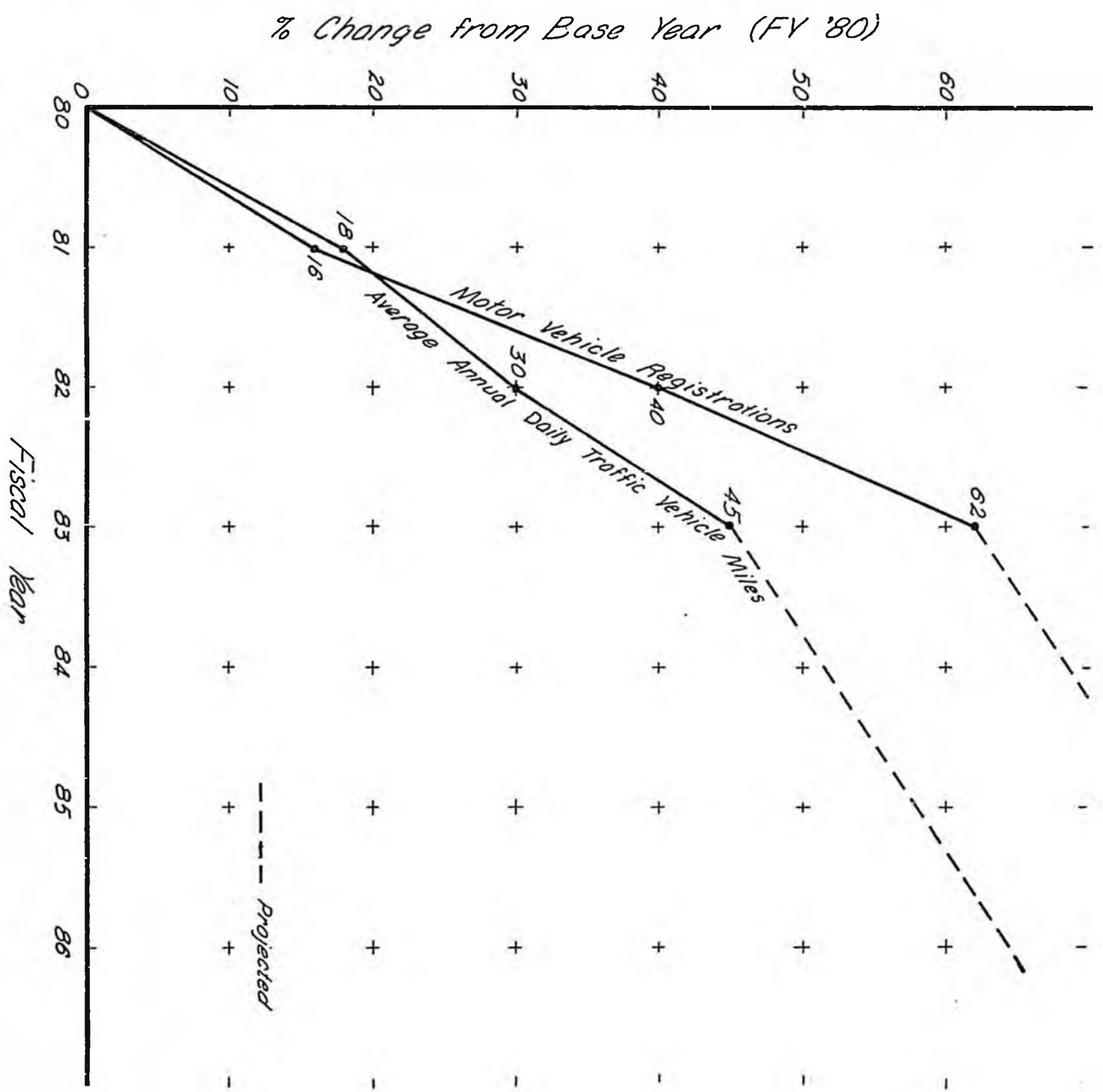


*Maintenance and Operations Budget
 Authorizations for Highways and Aviation
 Adjusted for lane mile increases and Anchorage
 CPI inflation.**



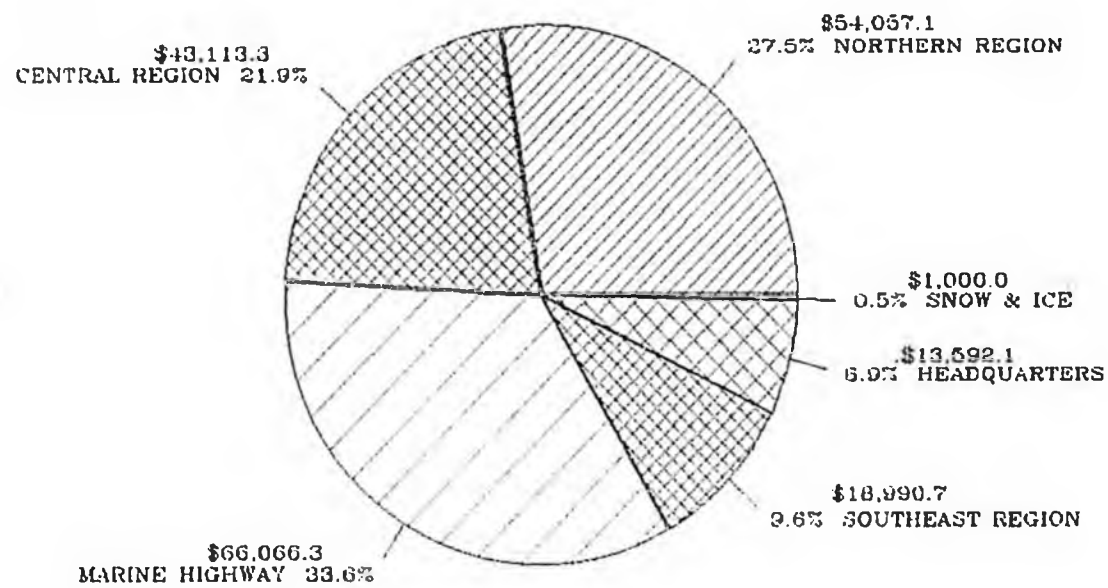
**Inflation projected at 4% for FY '85*

*Motor Vehicle Registrations
and
Average Daily Traffic Vehicle Miles*



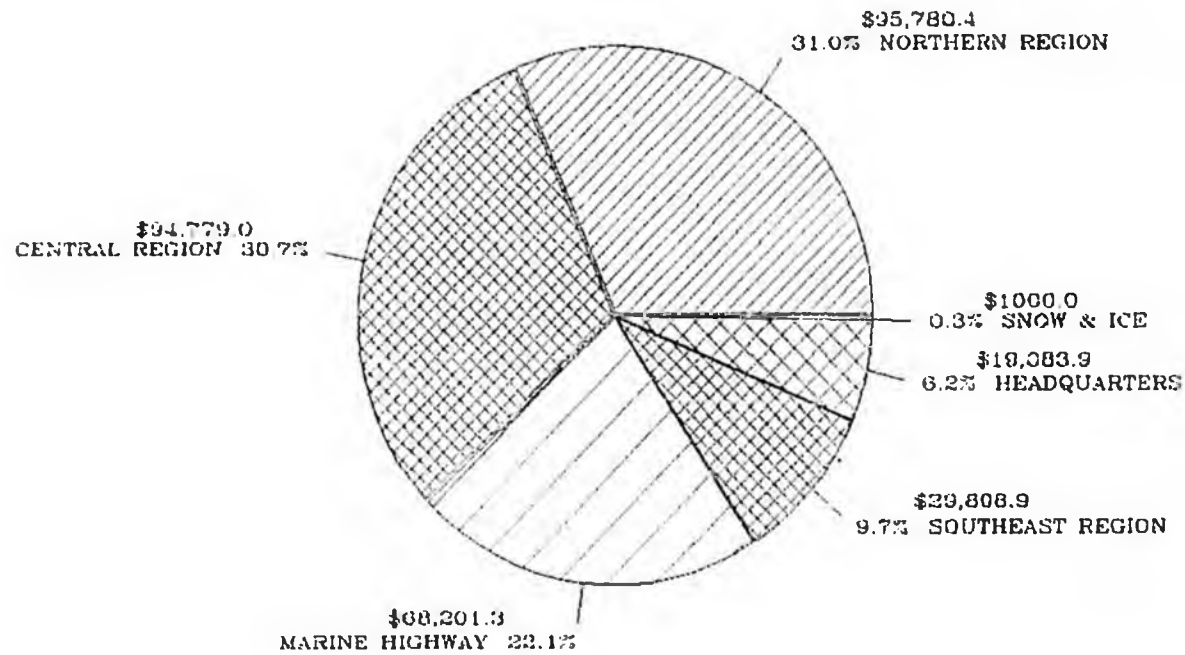
FY 86 DOT&PF OPERATING BUDGET

TOTAL GENERAL FUND BY REGION (IN 1000'S)



FY 86 DOT&PF OPERATING BUDGET

TOTAL BY REGION (IN 1000'S)



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FY 86

Operating Budget By Region

Governor's Request

Region	Total	General Fund	Other
Headquarters	\$ 19,083.9	\$ 13,592.1	\$ 5,491.8
Southeast Region	29,808.9	18,990.7	10,818.2
Alaska Marine Highway System	68,201.3	66,066.3	2,135.0
Central Region	94,779.0	43,113.3	51,665.7
Northern Region	95,780.4	54,057.1	41,723.3
Snow & Ice	1,000.0	1,000.0	
=====			
Agency Totals	\$308,653.5	\$196,819.5	\$111,834.0
HWCF Adjustment		(10,000.0)	10,000.0
<hr/>			
Adjusted Agency Total	\$308,653.5	\$186,819.5	\$121,834.0

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FY 85

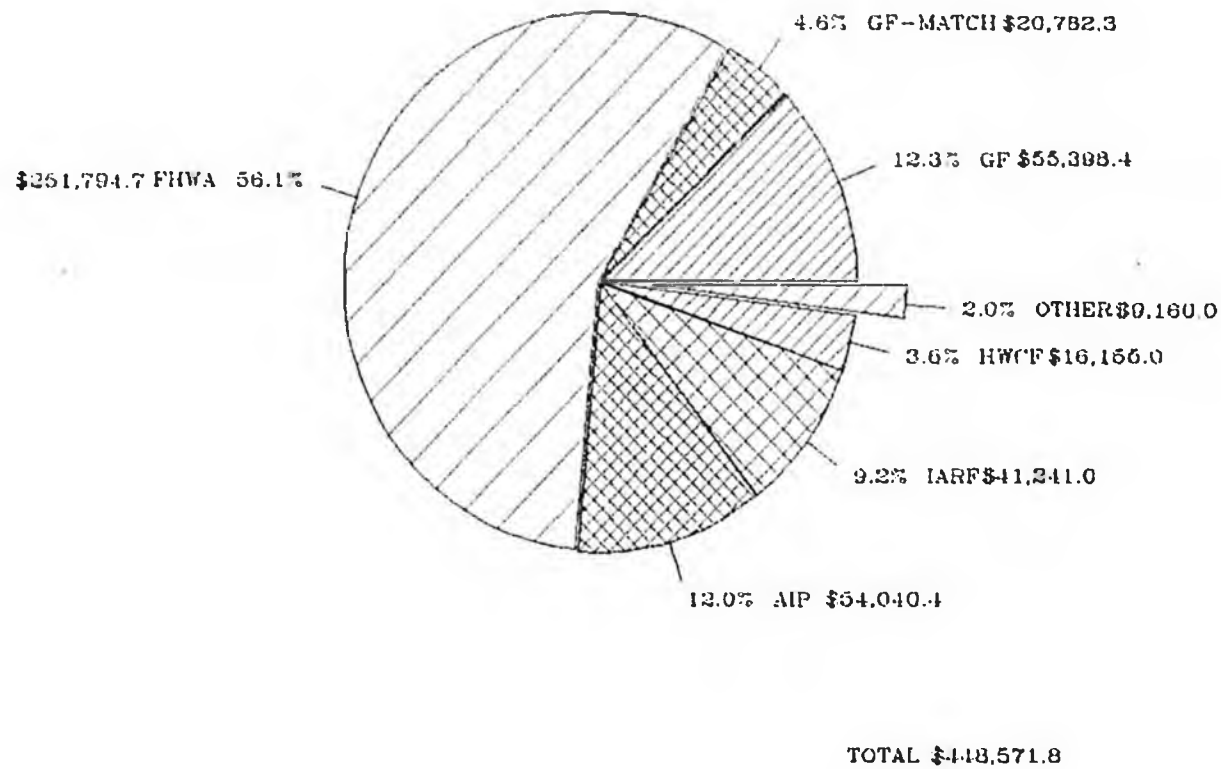
Operating Budget By Region

Region	Total	General Fund	Other
Headquarters	\$ 17,254.2	\$ 12,275.1	\$ 4,979.1
Southeast Region	27,107.7	16,846.0	10,261.7
Alaska Marine Highway System	65,014.2	63,316.0	1,698.2
Northern Region	87,074.4	46,554.3	40,520.1
Central Region	87,300.0	38,590.7	48,709.3
Snow & Ice	1,000.0	1,000.0	
=====			
Agency Totals	\$284,750.5	\$178,582.1	\$106,168.4
HWCF Adjustment		(10,000.0)	10,000.0

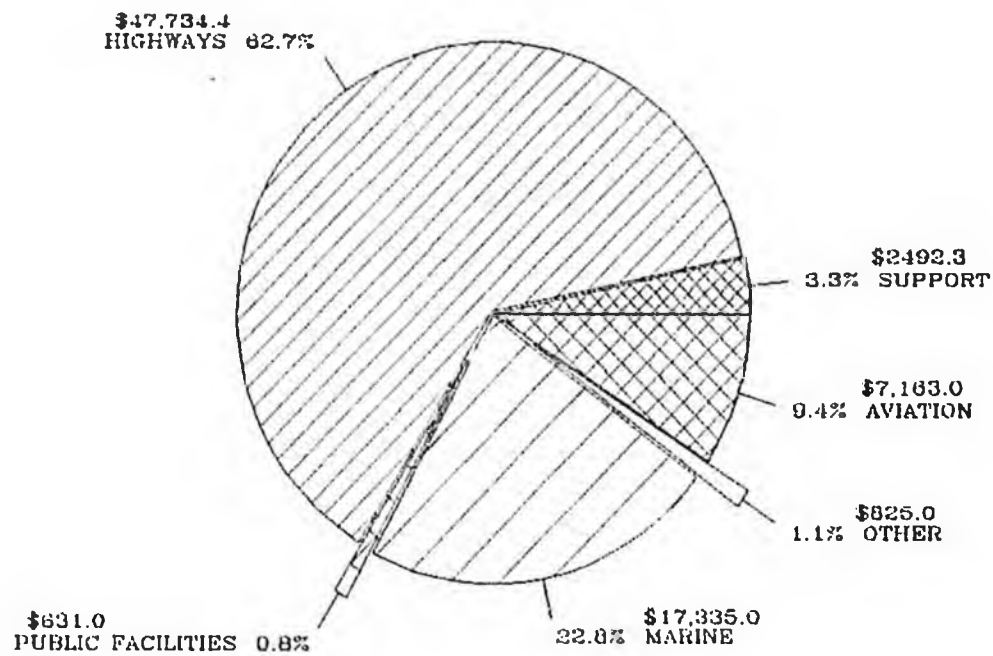
Adjusted Agency Total	\$284,750.5	\$168,582.1	\$116,168.4

FY 86 DOT&PF CIP BUDGET

TOTAL REQUEST BY FUND SOURCE (IN \$1000'S)



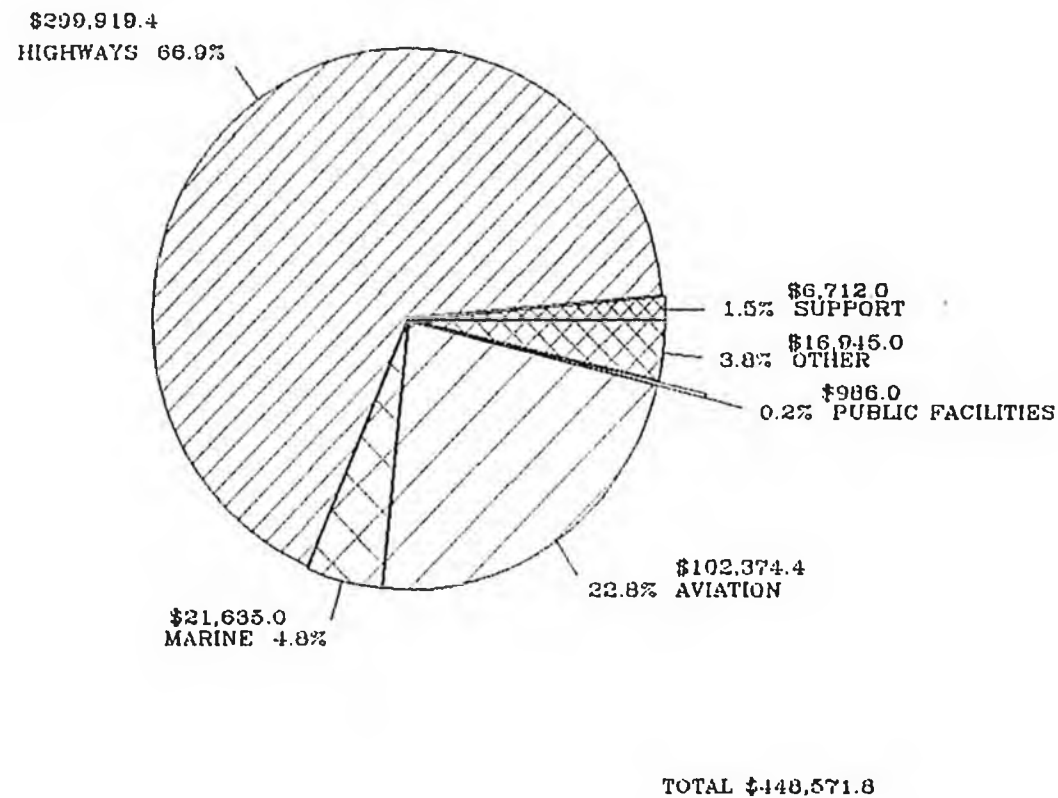
FY 86 DOT&PF CIP BUDGET GENERAL FUND REQUEST BY MODE (IN \$1000'S)



GF TOTAL \$76,180.7

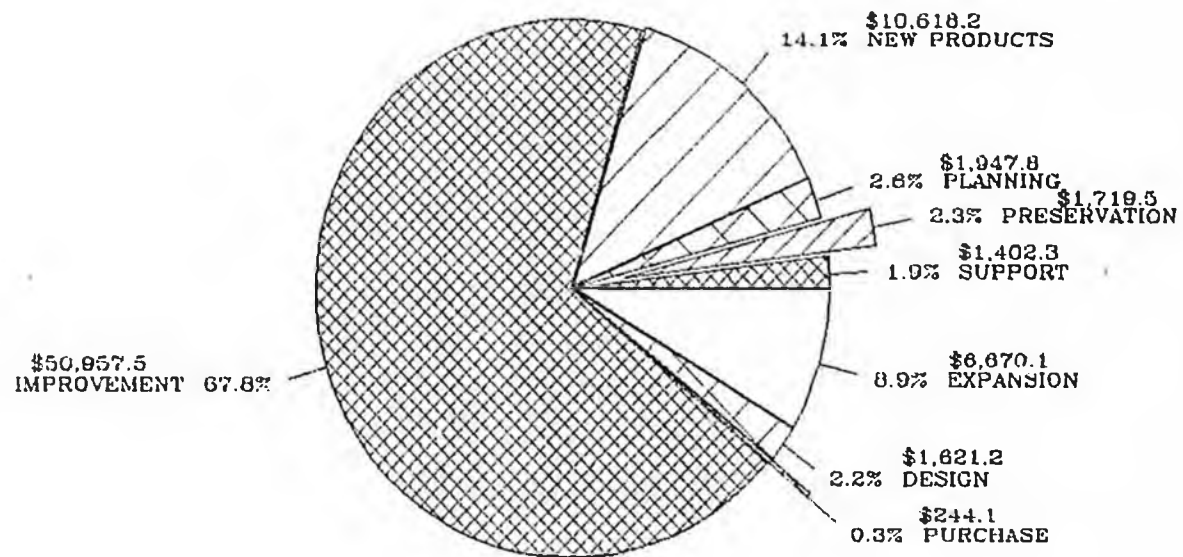
FY 86 DOT&PF CIP BUDGET

TOTAL REQUEST BY MODE (IN \$1000'S)



FY 86 DOT&PF CIP BUDGET

GENERAL FUND REQUEST BY TYPE (IN \$1000'S)

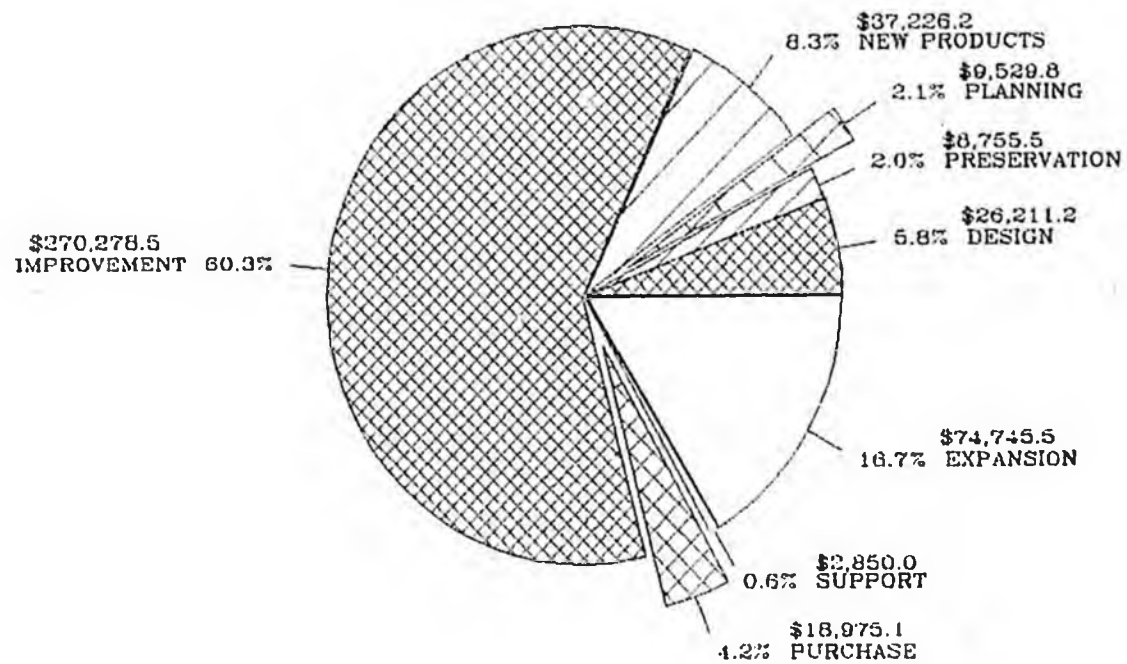


GF TOTAL \$76,180.7

1/15/85 RS

FY 86 DOT&PF CIP BUDGET

TOTAL REQUEST BY TYPE (IN \$1000'S)

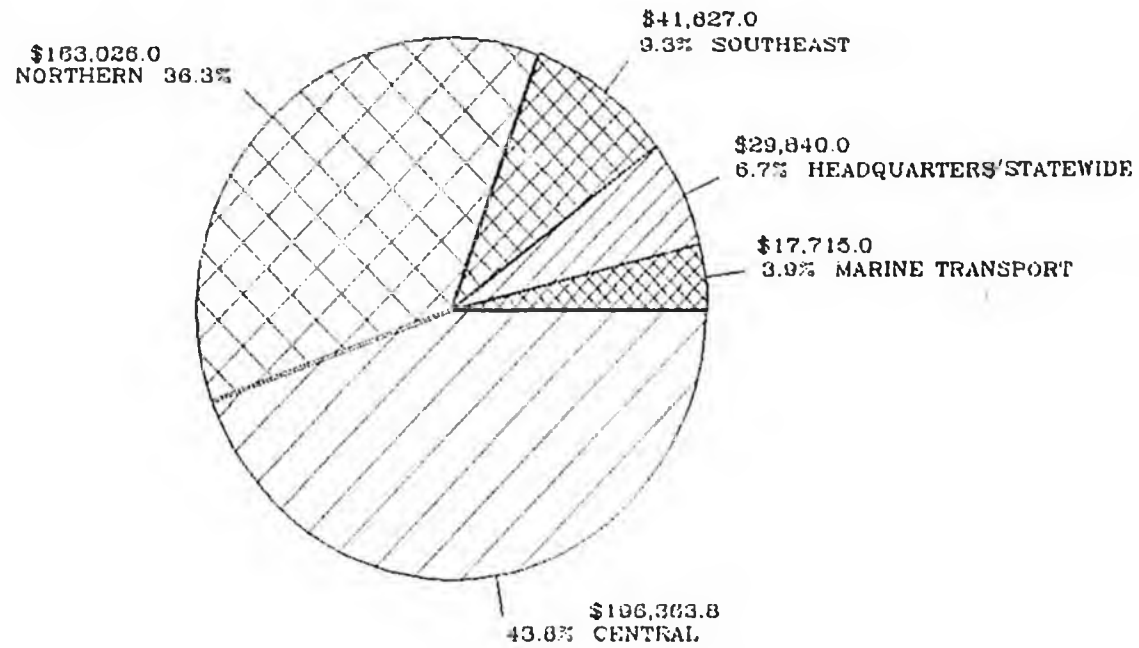


TOTAL \$448,571.8

1/15/85 RS

FY 86 DOT&PF CIP BUDGET

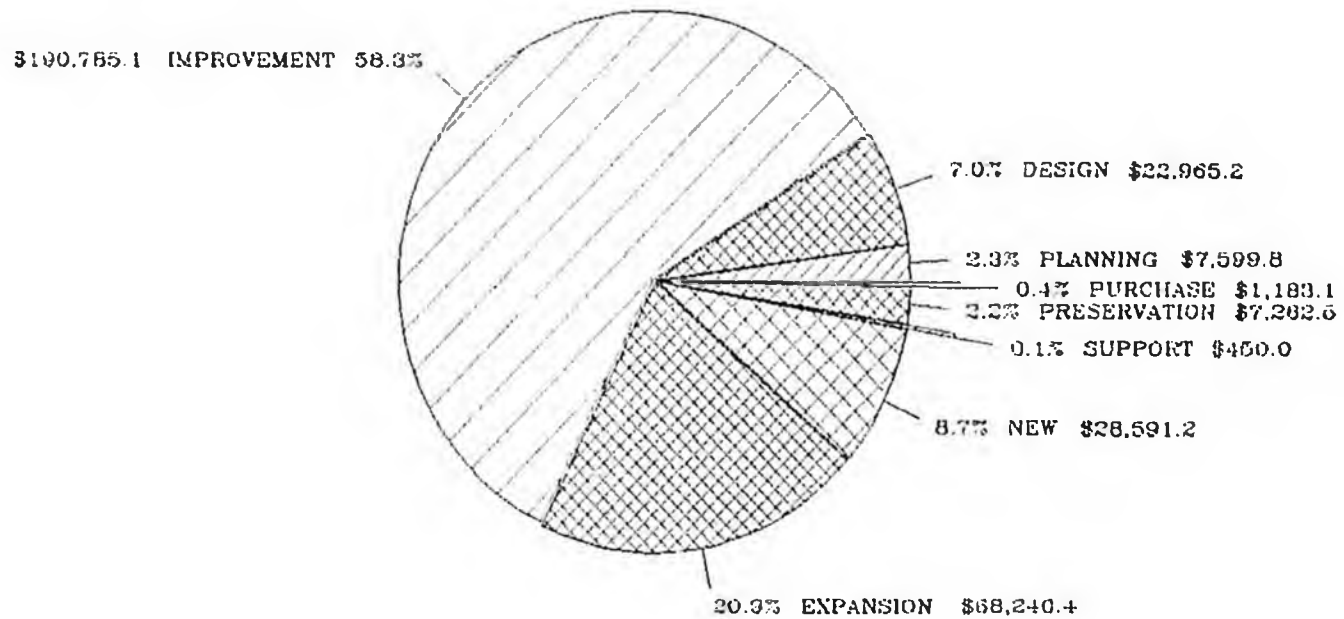
TOTAL REQUEST BY REGION (IN \$1000'S)



TOTAL \$418,571.8

1/15/85 RS

FY 86 DOT&PF CIP BUDGET
FEDERAL AID PROGRAM BY TYPE
(INCLUDING GF MATCH) (IN \$1000'S)

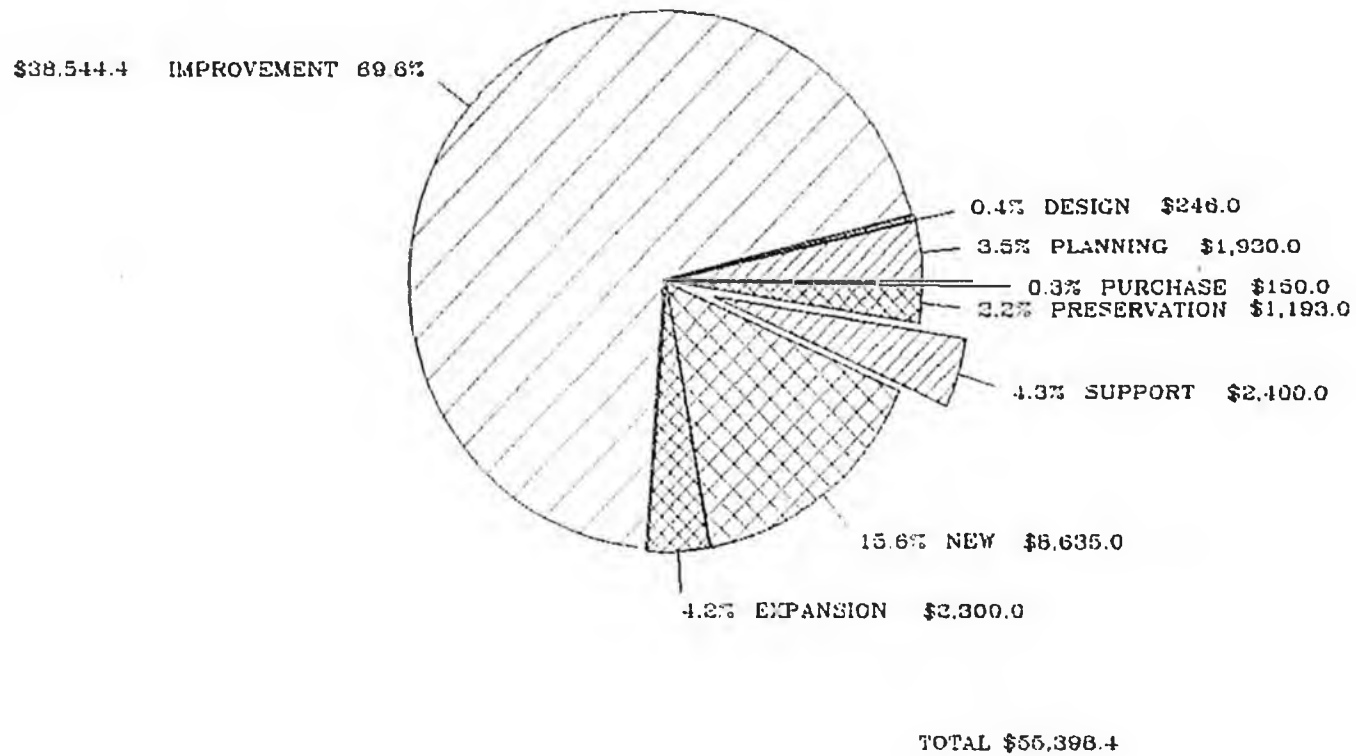


TOTAL \$327,077.3

1/17/85 RS

FY 86 DOT&PF CIP BUDGET

GENERAL FUND BY TYPE
(NON MATCH) (IN \$1000'S)



GBSSFRMA-01
09-14-29-02-01 (00-00-0-00-00-00)

STATE OF ALASKA -- COMPONENT BUDGET SUMMARY

15:17

1/25/85

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA MAIN TERM RENOV PHASE II

FISCAL YEAR 1986

EXPENDITURES	(01)	(02)	(03)	(04)	(05)	(06)	(07)	(08)	(09)	(10)	(11)	(12)	(13)
& FUNDING	COL 1	COL 2	COL 3	COL 4	COL 5	COL 6	COL 7	OPER EST	COL 9	REQUEST	GOVERNOR	COL 12	COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								807.1		23380.0	26700.0		
** TOTAL EXPEND								807.1		23380.0	26700.0		
09 I-A TRANSFER													
10 FED. RECEIPT													
11 G. F. MATCH													
12 GENERAL FUND													
13 PGM RECEIPTS													
14 OTHER FUNDS								807.1		23380.0	26700.0		
15 FULL TIME													
16 PART TIME										20.0			
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA MAIN TERM RENOV PHASE II

***** GOVERNOR ANALYSIS *****

OBJECT GROUP	VARIATION	DESCRIPTION: GOVERNOR (\$26,700.0) VERSUS COL 4 (\$0.0)
08 MISC.	26700.0 100.0%	
** TOTALS	26700.0 100.0%	

***** PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION *****

THE PROJECT WILL EXTEND THE TERMINAL NORTHEAST APPROXIMATELY 75 FEET OVER EXISTING ARRIVAL/DEPARTURE DRIVES; CONSTRUCT NEW ARRIVAL/DEPARTURE DRIVES AND MODIFY ACCESS ROADS. THE FIRST PHASE OF THE TERMINAL RENOVATION PROJECT WILL REMODEL THE WEST CONCOURSE AND CONSTRUCT A NEW COMMUTER CONCOURSE. RECONSTRUCTION OF THE NORTH CONCOURSE WILL OCCUR IN PHASE III. THIS PROJECT IS NOT CONTINGENT UPON OTHER IMPROVEMENTS, BUT THE PROPOSED PHASING WILL PROVIDE CONTINUITY AND WILL FACILITATE DEVELOPMENT IN ROUGH COORDINATION OF CONSTRUCTION.

PROJECT NEED STATEMENT: EXISTING TERMINAL FACILITIES ARE UNDERSIZED AND INADEQUATE FOR CURRENT NEEDS. CONTINUED GROWTH IN AVIATION ACTIVITY IS ANTICIPATED. EXPANSION WILL ALLOW AN INCREASE TO THE EXISTING GATE AREAS AND LOBBIES SUFFICIENT TO SERVE THE LARGE NUMBER OF PASSENGERS ON IN-BOARD AIRCRAFT. ACCESS DRIVES MUST BE EXPANDED AND RELOCATED TO PROVIDE FOR CONVENIENT CONTINUED AIRPORT OPERATION. RECOMMENDED IS "TERMINAL EXPANSION AND RELOCATION STUDY".

DOCUMENTATION OF ESTIMATED CAPITAL COST: FROM CONSULTANT DESIGN ESTIMATES AND DOT&RE DESIGN AND CONSTRUCTION ENGINEERING PERSONNEL - IS A PRELIMINARY DESIGN ESTIMATE:

IDENTIFICATION OF ALTERNATIVES CONSIDERED: REFERENCE - SECTION 5 OF THE "TERMINAL RENOVATION AND EXPANSION STUDY" - AIA. NO BUILT - WILL RESULT IN CONTINUED PASSENGER CONGESTION IN THE LOBBY AND BAGGAGE CLAIM AREAS. AUTOMOBILE CONGESTION ON THE ARRIVAL/DEPARTURE RAMPS.

ANALYSIS OF ESTIMATED OPERATIONAL EXPENSES: COST ESTIMATES WERE DEVELOPED BY AIA. THESE INCLUDE 3 MAINTENANCE WORKERS, 1 ELECTRICIAN, 10 SECURITY POSITIONS AND 6 JANITORIAL POSITIONS.

)

The increase in funding for this project is to more accurately reflect total costs of the project through the use of revenue bonds. The change in funding is due solely to a re-estimation of the financing costs. The construction cost of the project is unchanged.

)

)

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
 CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA 6 L/24 R RUNWAY RECONST

FISCAL YEAR 1986

EXPENDITURES & FUNDING	(01) COL 1	(02) COL 2	(03) COL 3	(04) COL 4	(05) COL 5	(06) COL 6	(07) COL 7	(08) OPER EST	(09) COL 9	(10) REQUEST	(11) GOVERNOR	(12) COL 12	(13) COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								.1		1650.0	1650.0		
** TOTAL EXPEND								.1		1650.0	1650.0		
09 I-A TRANSFER													
10 FED. RECEIPT													
11 G. F. MATCH								.1		1000.0	1000.0		
12 GENERAL FUND													
13 PGM RECEIPTS													
14 OTHER FUNDS										650.0	650.0		
15 FULL TIME													
16 PART TIME													
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA 6 L/24 R RUNWAY RECONST

***** GOVERNOR ANALYSIS *****

OBJECT GROUP	VARIATION	DESCRIPTION: GOVERNOR (\$1,650.0) VERSUS COL 4 (\$0.0)
08 MISC.	1650.0 100.0%	
** TOTALS	1650.0 100.0%	

***** PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION *****

THIS PROJECT WILL PLACE ASPHALT RESURFACING ON RUNWAY 6L/24R. THE PROJECT IS NEEDED TO PROLONG THE LIFE OF THE RUNWAY. THE PROJECT WILL OVERLAY THE EXISTING RUNWAY TO PREVENT MATERIAL FROM ERODING AND BREAKING APART. SHOULD THE \$1 MILLION IN DISCRETIONARY AIP FUNDS BECOME NOT AVAILABLE, THIS PROJECT WOULD NOT BE CONSTRUCTED.

PROJECT NEED STATEMENT: PROVIDES AIA WITH A FULLY OPERATIONAL E/W RUNWAY, WHICH WOULD BE UTILIZED DURING SNOW REMOVAL IN WINTER MONTHS AND DURING OPERATIONAL FAILURE OR AIRCRAFT ACCIDENT ON 6R/241. THIS WOULD ALLOW HEAVY AIRCRAFT TO USE THIS FACILITY RATHER THAN AN ALTERNATE AIRPORT DURING ADVERSE SNOW CONDITIONS. IT WOULD ALSO DECREASE THE STATE'S LIABILITY.

DOCUMENTATION OF ESTIMATED CAPITAL COST: BASED UPON DOT&PF AVIATION PRELIMINARY DESIGN & CONSTRUCTION ESTIMATE.

IDENTIFICATION OF ALTERNATIVES CONSIDERED: NO ACTION - PROVIDING FOR SURFACE RECONSTRUCTION AT THIS TIME A FUTURE HIGHER CAPITAL COST WILL RESULT.

ANALYSIS OF ESTIMATED OPERATIONAL EXPENSES: PROJECT WILL DECREASE MAINTENANCE COST BY APPROXIMATELY \$100.0 ANNUALLY.

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
 CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA MAINTENANCE EQUIPMENT

----- F I S C A L Y E A R 1 9 8 6 -----

EXPENDITURES & FUNDING	(01) COL 1	(02) COL 2	(03) COL 3	(04) COL 4	(05) COL 5	(06) COL 6	(07) COL 7	(08) OPER EST	(09) COL 9	(10) REQUEST	(11) GOVERNOR	(12) COL 12	(13) COL 13
01 PERS. SERV.													
02 TRAVEL													
03 CONTRACTUAL													
04 COMMODITIES													
05 EQUIPMENT													
06 LANDS/BLDGS													
07 GRANTS, CLMS													
08 MISC.								.1		1842.0	1842.0		
** TOTAL EXPEND								.1		1842.0	1842.0		
09 I-A TRANSFER													
10 FED. RECEIPT													
11 G. F. MATCH													
12 GENERAL FUND													
13 PGM RECEIPTS													
14 OTHER FUNDS								.1		1842.0	1842.0		
15 FULL TIME													
16 PART TIME													
17 TEMPORARY													
18 STAFF-MONTHS													

AGENCY: DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES PROGRAM: ANCHORAGE INT'L AIRPORT
CATEGORY: TRANSPORTATION SUB-PROGRAM: AIA MAINTENANCE EQUIPMENT

***** GOVERNOR ANALYSIS *****

OBJECT GROUP	VARIATION	DESCRIPTION: GOVERNOR (\$1,842.0) VERSUS COL 4 (\$0.0)
08 MISC.	1842.0 100.0%	
** TOTALS	1842.0 100.0%	

***** PROGRAM DESCRIPTION & PRIOR YEAR INFORMATION *****

THE PURCHASE AND REPLACEMENT OF AIRPORT MAINTENANCE EQUIPMENT AS FOLLOWS: SELF-PROPELLED BROOM, \$200.0, HOLMES 400 WRECKER, \$35.0, RAMP CAPTAIN 1 TON TRUCK, \$17.0, OIL DISTRIBUTOR TRUCK, \$75.0 GRADER MOTOR, 100.0, CRAWLER W/DOZER, \$50.0, 1/2 TON PICKUP (4), \$50.0, PATROL SEDANS (3), \$35.0, 1500 GALLON CFR TRUCK, \$300.0, RUNWAY TON BROOM (4), \$400.0, VACUUM TRUCK, \$60.0, 3000 HP ROTARY FLOW, \$225.0, PATROL WAGONS (2), \$22.0, ROLLER, \$40.0, TRENCH DITCHER, \$50.0,

40 CHANNEL TAPE RECORDER, \$40.0 USED TO AUDIT AND DOCUMENT SECURITY/CFR COMMUNICATIONS (BOTH TELEPHONE AND RADIO) DURING EMERGENCIES. EXISTING UNIT IS OBSOLETE AND INADEQUATE.

NEW DISPATCH CONSOLE, \$65.0, 6000 GALLON ALUMINUM WATER TANKER W/PUMP 2000 GPM, \$78.0.

PROJECT NEED STATEMENT: THESE FUNDS ARE NEEDED TO REPLACE EXISTING EQUIPMENT WHICH HAS EXCEEDED ITS USEFUL LIFE. REPLACEMENT PURCHASES ARE NECESSARY TO MAINTAIN THE SAFETY AND INTEGRITY OF THE AIRPORT. NEW EQUIPMENT WILL IMPROVE MAINTENANCE CAPABILITIES, AIRPORT SAFETY, AIRPORT SECURITY AND OVERALL SERVICE LEVELS. THE EQUIPMENT REPLACEMENT PROGRAM WAS BEGUN IN FISCAL YEAR 1981 AS A FIVE YEAR REPLACEMENT PROGRAM.

THE INTENT WAS TO RE-ESTABLISH AN ORDERLY ANNUAL REPLACEMENT PROGRAM OF DATED EQUIPMENT AS WELL AS OCCASIONALLY ADDING NEW EQUIPMENT. THIS PROGRAM WAS INITIATED AFTER SEVERAL YEARS OF LIMITED REPLACEMENT WHICH RESULTED IN A WORN-OUT FLEET THAT GENERATED VERY HIGH MAINTENANCE COSTS. THE PROGRAM IS DESIGNED TO COVER THE NEEDS OF THE AIRPORT FOR THE NEXT 20 YEARS.

DOCUMENTATION OF ESTIMATED COST: ESTIMATES ARE BASED ON AIA EXPERIENCE. THE COSTS WERE DETERMINED BY USING FISCAL YEAR 1981 COSTS ADJUSTED UPWARD AT 10% PER ANNUM FOR INFLATION. CHECKS WERE MADE WITH THE STATE EQUIPMENT FLEET PERSONNEL AND THE ESTIMATES ARE CONSIDERED TO BE GOOD ESTIMATES BASED ON RECENT EXPERIENCE.

IDENTIFICATION OF ALTERNATIVE CONSIDERED: NO ACQUISITION OF EQUIPMENT WOULD LEAD TO INADEQUATE MAINTENANCE DUE TO INSUFFICIENT EQUIPMENT.

ANALYSIS OF ESTIMATED OPERATIONAL EXPENSES: EQUIPMENT REQUEST WILL NOT INCREASE MAINTENANCE COSTS.