

ALASKA LEGISLATURE COMMITTEE FILLES 1987-1988 8672
5590 STRA SCR 10 - SJR 59

SCR

10

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: SCR 10

Publish Date: _____

REQUEST

Revision Date: _____
Title: Reconstruction and Realignment of Hyer Road
Sponsor: Kerttula, Szymanski
Requestor: Jones

Agency Affected: DOT&PF
BRU: Design and Construction, Maintenance and Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES				6.0	6.0	6.0
TRAVEL						
CONTRACTUAL				8.5	8.5	8.5
SUPPLIES				2.5	2.5	2.5
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING				17.0	17.0	17.0
CAPITAL		300.0	5,000.0			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		300.0	5,000.0	17.0	17.0	17.0
FEDERAL FUNDS						
OTHER						
TOTAL		300.0	5,000.0	17.0	17.0	17.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: See attached analysis

Prepared by: William R. Snell (signed) WRS
Division: Deputy Commissioner, Central Region

Phone: 266-1440
Date: February 25, 1987

Approved by Commissioner: W. K. S. W.
Agency: Department of Transportation and Public Facilities

Date: 3/3/87

Distribution (by preparer):

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

Fiscal Note Analysis
SCR 10

1. Current Status

Hyer Road connects the Parks Highway and the Palmer-Wasilla Highway in the Matanuska Valley. The road is narrow and has many curves and steep hills. Due to subbase problems, the road is difficult to travel during spring breakup. As this bill states, Hyer Road does not meet current State design standards for horizontal and vertical curvature. In this respect, it is similar to many other roads maintained by the Department of Transportation and Public Facilities (DOT&PF) in the Matanuska-Susitna Borough and throughout the State.

2. Reconstruction Costs

The reconstruction and paving of Hyer Road to meet current State standards is expected to cost in the range of \$4-5 million. Since Hyer Road is not eligible for Federal funding, the total cost of these improvements would need to be provided by non-Federal sources. The first stage in the reconstruction of this road would be the project's design, which is estimated to cost approximately \$300,000. Once the design has been completed, an accurate cost estimate for reconstruction of this road can be made.

3. Maintenance Costs

It is estimated that maintenance on this road would run approximately \$17,000 annually. With declining revenues, the Department will not have funds to maintain this road, so any maintenance activities may have to be picked up by the Matanuska-Susitna Borough. Maintenance costs for this particular road are estimated at \$3,400 per lane mile multiplied 5 lane miles equals \$17,000.

4. Other Information

Each year the DOT&PF develops a Six Year Capital Improvement Program (CIP), which identifies our recommended transportation improvement priorities and their funding schedule. In developing our budget recommendations, we work with the local governments to insure that their transportation improvement priorities for State maintained roads are given careful consideration. During our meetings with the Matanuska-Susitna Borough officials, the reconstruction of Hyer Road was not identified by the Borough as one of their highest improvement priorities for State maintained roads.

SCR

25

**STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: 4-2-87

Bill Version: SCR 25
Publish Date: _____

Revision Date: _____
Title: Reconstruction of Bethel
Airport Road
Sponsor: Binkley
Requestor: Jones

Agency Affected: DOT&PF
BRU: Design & Construction
Maintenance and Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES	-0-	-0-	-0-	17.5	17.5	17.5
TRAVEL						
CONTRACTUAL	-0-	-0-	-0-	25.0	25.0	25.0
SUPPLIES	-0-	-0-	-0-	7.5	7.5	7.5
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	50.0	50.0	50.0

CAPITAL	-0-	510.0	4,490.0	-0-	-0-	-0-
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REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	-0-	50.0	50.0	50.0
FEDERAL FUNDS	-0-	510.0	4,490.0	-0-	-0-	-0-
OTHER						
TOTAL	-0-	510.0	4,490.0	50.0	50.0	50.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

See attached analysis.

Prepared by: William R. Snell (Signed) Phone: 266-1440
Division: Regional Director, Central Region Date: _____

Approved by Commissioner: *W. L. X. H.* Date: 4/11/87
Agency: DOT&PF

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)
Senate Secretary

Fiscal Note
SCR 25

1. Background

The 4.3 mile long Bethel Airport Road has been on the Federal aid system since 1969 when the original construction took place. That project replaced a 4-wheel drive road and provided for the alignment and a gravel surface.

In 1970-1971 the road was paved. In 1972 the bridge at Brown's Slough was replaced. The last project in 1981-1982 was funded in Chapter 118 SLA 1980 for \$2.5 million. This project consisted of replacing culverts in thaw settlement areas, insulating underneath to protect the permafrost, and an asphalt overlay of the road to a 24' surface width.

In 1986 the City completed a \$287,000 shoulder widening project with the funding coming from a Transfer of Responsibility Agreement (TORA) with the Department.

2. Current Status

There are many pavement cracks and sections of the road are very uneven due to thawing and consolidation of the underlying silt permafrost. These problems are beyond Maintenance and Operation's ability to correct.

3. Reconstruction costs

The DOT&PF's earlier cost estimate to reconstruct this road was \$7,000,000 which would provide two 12 foot wide paved driving lanes as well as 8 foot wide shoulders. \$500,000 was estimated to design this project.

A close review of this project indicates that a lower cost federally funded project might be possible. This would be through the federal 3R (resurfacing, restoration, and rehabilitation) program; however, the department would have to receive a Federal Highway Administration (FHWA) waiver to reduce the roadway shoulders and pave the surface to two 12 foot driving lanes with 2 foot wide paved shoulders. A waiver might be justified by the presence of permafrost because the permafrost may thaw faster and in a larger area if shoulders were added.

Assuming the department developed a 3R project, the following would be provided:

- new pavement, 28 feet wide
- erosion control along the most critical slopes
- leveling with gravel as needed
- minor replacement of culverts

The total cost with a 3R project is estimated at \$5.0 million with \$510,000 of this being for preliminary engineering (PE). The PE money will allow the department to better define the geotechnical problems and propose a long term solution. With this information, we can then discuss with the FHWA the scope of the project and whether or not a 3R project is appropriate. It may be that a 3R project should be done on a periodic basis until the roadway stabilizes. Use of existing materials will be looked at during P.E. Depending on the condition, it may or may not be economical.

4. Maintenance Costs

The annual maintenance cost for this 4.3 mile section of road is approximately \$50,000. This is computed by multiplying the 8.6 lane miles by the estimated maintenance cost of \$5,800 per lane mile for this road.

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER: FINANCE

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

4/1/87

DATE TURNED INTO OFFICE 1-28-88

Mr. President:

TRANSPORTATION

Committee considered SCR 25

expeditious redesign and reconstruction of the airport road in Bethel.

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted and attached

** Committee attached or adopted fiscal note(s) :
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Mark Wood
Tom Kelly
J. B. [unclear]

L. [unclear] (Do Pass)
Chairman signature and recommendation

Committee Backup Attached

TABLE 1
 FEDERAL AID HIGHWAY APPROPRIATIONS BY ELECTION DISTRICT FY 1984-1987
 (thousands of dollars)

DISTRICT NAME	HOUSE ELECTION DISTRICT	FY 84		FY 85		FY 86		FY 87	
		Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds
KETCHIKN-WRANGL-PETRSBG	1	0.0	0.0%	7,222.0	10.1%	10,350.0	4.8%	5,800.0	2.3%
INSIDE PASSAGE	2	1,788.0	0.9%	4,500.0	6.3%	6,210.0	2.7%	13,804.0	5.5%
BARANOF-CHICHAGOF	3	0.0	0.0%	0.0	0.0%	900.0	0.4%	0.0	0.0%
JUNEAU	4	3,864.0	1.9%	2,852.0	4.0%	6,580.0	3.1%	135.0	0.1%
KENAI-COOK INLET	5	0.0	0.0%	0.0	0.0%	11,000.0	5.1%	300.0	0.1%
PRINCE WILLIAM SOUND	6	1,039.0	0.5%	3,036.0	4.2%	2,380.0	1.1%	5,550.0	2.4%
ANCHORAGE	7-15	119,958.0	59.7%	15,544.0	21.7%	74,432.0	34.5%	136,827.6	55.2%
HATANUSKA-SUSITNA	16	10,795.0	5.4%	368.0	0.5%	3,285.0	1.5%	3,985.0	3.5%
INTERIOR HIGHWAYS	17	33,397.0	16.6%	32,802.0	45.7%	36,690.0	17.0%	24,174.0	9.8%
FAIRBANKS	18-21	20,020.0	10.0%	5,402.0	7.5%	45,960.0	21.3%	46,967.0	19.0%
NORTH SLOPE-KOTZEBUE	22	0.0	0.0%	0.0	0.0%	13,000.0	6.0%	0.0	0.0%
NORTON SOUND	23	9,220.0	4.6%	0.0	0.0%	4,680.0	2.2%	4,931.0	2.0%
INTERIOR RIVERS	24	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
LOWER KUSKOKWIM	25	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
BRISTOL BAY-ALEUTIAN IS	26	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
KODIAK-EAST AK PENINSULA	27	900.0	0.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%
TOTAL		200,981.0		71,734.0		215,467.0		247,823.6	

Prepared by the House Research Agency February 1987 (87-151;860506-01).

Senator Johne Binkley

Senate Finance Committee
P.O. Box V • Juneau, Alaska 99811 • (907) 465-4985



Finance Committee
Co-Chairman

M E M O R A N D U M

May 12, 1987

TO: SENATOR LLOYD JONES, CHAIRMAN
Senate Transportation Committee

FROM: SENATOR JOHN E BINKLEY *Johne*

Subj: SCR25 Reconstruction of the Bethel Airport Road

The 4.3-mile long Bethel Airport Road has been on the Federal-Aid Highway system since 1969, when the original road construction took place. The \$3.5 Federal-Aid project included alignment and replacing the 4-wheel drive road with a gravel surface. In 1972, the Bridge at Brown's slough was replaced. In 1980, \$2.5 million in general funds were appropriated for major repairs, including an asphalt overlay of the road. In 1986, the City of Bethel completed a \$287,000 shoulder widening project through a Transfer of Responsibility Agreement (TORA) with the Department.

The road presently has numerous pavement cracks, and sections of the road are very uneven due to differential thawing and consolidation of the underlying silt permafrost. These problems are beyond the ability of the DOT&PF Maintenance and Operation to correct.

The Bethel Airport Road is the only major road in the Yukon-Kuskokwim delta. Bethel is the regional transportation center for 57 villages, encompassing an area of some 57,000 square miles (roughly the size of the State of Michigan). The population of the delta is approximately that of Juneau; however, because of the relatively low traffic volumes (1,420 Average Daily Traffic), the DOT&PF has stated that the Bethel Airport Road cannot compete on a statewide basis for federal funds.

Because the DOT&PF ranking criteria effectively precludes roads such as the Bethel Airport Road from receiving Federal-Aid funds regardless of need or condition, and because this road serves a population approximately that of Juneau, and because the DOT&PF has no plans to include these necessary repairs in its six-year plan, I am respectfully requesting that the Bethel Airport Road be given a priority by the Department for reconstruction.

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

February 23, 1987

The Honorable Lyman Hoffman
House of Representatives
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

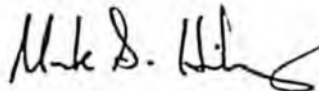
Dear Representative Hoffman:

The following information and attachments are transmitted in response to a request from your office staff to Bruce Freitag concerning the Bethel Airfield Road.

I believe the route in question was placed on the Federal-aid secondary system at statehood, but the earliest records for it in our office are attached. In 1972 the Department of Highways revised their accounting system and gave this route a "CDS Log" number of 080000.

If additional information is needed please let me know.

Sincerely,



Mark S. Hickey
Deputy Commissioner
Operations

Attachment

cc: Susan Fleischhauer, Legislative Liaison
Bruce Freitag, M&O Standards Engineer
Dean Redick, M&O Director, Central Region

- R.O.T. Information -

FACT SHEET

BETHEL ROAD
Airport to Brown's Slough

First Project: Original Construction, Grading, Drainage & Utilities

BEGAN: August 1969
COMPLETED: September 1970
DESIGNED BY: Department of Transportation and Public Facilities
(DOT&PF)
CONSTRUCTED BY: Studnek Construction
COST: \$2.2 million
FEDERAL AID

Second Project: Paved Surface

BEGAN: August 1971
COMPLETED: September 1972
DESIGNED BY: (DOT&PF)
CONSTRUCTED BY: Burgess Construction
COST: \$1.3 million
FEDERAL AID

Last State Project: Pavement Overlay, Insulating Underpermafrost, Culverts

BEGAN: August 1981
COMPLETED: September 1982
DESIGNED BY: (DOT&PF)
CONSTRUCTED BY: Knik Construction Company, Inc.
COST: \$2.5 million
State Funded Project

Local Project: City had Transfer of Responsibility Agreement (TORA) for
shoulder widening - completed in 1986. (\$287,000)

FEB 23 1987



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-561-1011

February 19, 1987

FN&D 87000AC

Representative Lyman Hoffman
Box V
Juneau, Alaska 99811

Re: Design, Construction and Maintenance of Roads on
Ice-Rich Soils

Dear Representative Hoffman:

It is well known that road construction over ice-rich soil without special precautions results in thawing of the frozen soil often with severe settlement. These settlements are known to cause some of the worst highway maintenance problems in Alaska.

Methods That Work

Much of what has been learned over the last two decades in Alaska about road construction is based on monitoring of viable types of existing roads. From this information engineers have developed many methods that can be used to assure good road performance with lower maintenance costs. Some of these methods include use of the following:

- * geotextiles - to segregate fine soil materials from structural fills, to bridge settlement zones and reduce differential settlement at roadway surface and to ensure insulation integrity in organic tundra overlay construction (i.e. Red Dog project).
- * synthetic plastic honeycomb reinforcing sections - similar to that used in the Shishmaref airport construction.
- * rigid insulation - between the embankment and natural ground to slow heat flow into frozen ground. The high strength closed cell rigid insulation provide the best performance.
- * thicker embankment fill - when cost effective as an insulating layer. Typically, 1 ft. of soil has the equivalent insulating value of 1 inch of rigid insulation.
- * culvert insulation - to slow thaw below culverts thus road settlement.
- * adequate shoulder widths - to protect and insulate the roadway edge from settlement due to ambient temperatures and drainage along the road.

- Engineering Report -

Representative Hoffman
February 19, 1987/87000AC
Page 2

- * positive drainage - to minimize thermal degradation at culverts and along the shoulders.
- * heat pipes - to maintain frozen soil at site specific areas.
- * painted surfaces - painting or paving roadway surfaces with white materials to reflect infrared from the sun. A white surface will reflect heat and reduce the temperature in the fill thus reducing thaw in underlying soil. Black surfaces absorb I.R. energy and increase ground temperatures.

Many of these methods can be used to repair and stabilize existing roads or to improve performance and reduce maintenance.

Repair

Road upgrade costs depend on many factors: availability of local building materials and equipment, present condition of the road surface and foundation, soil type, drainage, adequate right-of-way, etc. However, the first step towards developing any upgrade plan would be to prepare a preliminary engineering status and upgrade report listing problems, their extent and obtaining an engineer's opinion on what is required to upgrade the road. These studies can generally be performed by reviewing available data and conducting a site visit.

Example

The Bethel Highway (FAS 208) is an example of improper construction over ice-rich soil. It was built to substandard width and does not use many of the methods now commonly used for roads of this type; it has narrow shoulders, does not use thermal protection for culverts and was constructed with improper base gradation and surfacing. Shoulders are important because they help prevent thawing below the roadway edge. And thermal protection of culverts is important because it protects against thaw under the roadway.

Repair and upgrade of this road to minimum State standards is expected to cost \$750,000 to \$1,000,000 per mile because some construction materials must be shipped to the site from outside Bethel. However, after a preliminary study, methods may be developed which could more fully utilize near site materials thus reducing costs.



Representative Hoffman
February 19, 1987/87000AC
Page 3

If I may be of any further assistance please call.

Sincerely,

PERATROVICH, NOTTINGHAM & DRAGE, INC.



Alan B. Christopherson, P.E.
Senior Engineer

ABC/jk/L7

cc: Lori Nottingham





Bethel Fire Department

P. O. Box 388, Bethel, Alaska 99559
Phone: (907) 543-2131

March 25, 1987

Representative Hoffman
P.O. Box V
Juneau, Alaska 99811

Dear Lyman:

This letter is in reference to your request for fire department statistics relating to state highway use. Attached are ambulance statistics from 1985 and 1986.

Some of the terms used on the forms may be unfamiliar to you. Medivacs are those runs where a patient is picked up at the airport and delivered to the hospital. Transports are where the patient is loaded at the hospital and delivered to the airport. Bethel runs of course are local response to emergency incidents.

For both the fire and ambulance service the current condition of the state highway is a problem. Response time to all incidents is longer because of the road condition. With the large dips and bumps on the highway, to respond safely the crews must travel much slower than would normally be the case. The most serious problem though, is that when transporting injured persons to the hospital the condition of the road sometimes aggravates the injury or increases the level of pain. This problem is most evident in traumatic injuries such as broken limbs, injured backs, and pelvic injuries. During transportation of these patients the road condition causes them much additional pain. An added problem is that during situations where the crew is intensively involved in emergency action, the conditions of the roads sometimes makes adequate care difficult.

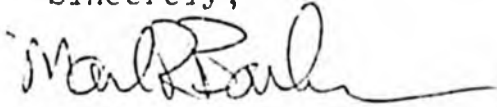
Hopefully the above will assist you in your project to repair the state highway. I am sorry that I took so long in returning

Bethel Fire Dept.

this to you; I hope I did not cause any inconvenience.

Please contact me if you have any further questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mark R. Barker", with a long horizontal flourish extending to the right.

Mark R. Barker
Fire Chief

MRB:lht



Bethel Fire Department

P. O. Box 388, Bethel, Alaska 995
Phone: (907) 543-21

--BETHEL FIRE DEPARTMENT AMBULANCE SERVICE--

1986

TOTAL RESPONSES.....	900
TOTAL PATIENTS CARRIED.....	740
NUMBER OF MEDIVACS.....	287
NUMBER OF TRANSPORTS.....	178
NUMBER OF BETHEL RUNS.....	324
NUMBER OF BETHEL RUNS, WITH OUT OF TOWN PATIENTS.....	111

--BILLING--

NUMBER OF PATIENTS BILLED.....	740
TOTAL AMOUNT OF BILLS SENT....	\$54,636.50
AMOUNT RECIEVED FROM:	
THIRD PARTY.....	\$9,326.12
MEDICADE.....	\$7,635.00
PHS.....	\$13,275.00

\$30,236.12

--- BETHEL FIRE DEPARTMENT AMBULANCE SERVICE---

1985

Total responses	---	943
Total patients carried	---	776
Number of Mediyacs	---	347
Number of Transports	---	172
Number of Bethel runs	---	257
Number of Bethel runs with out of town patients	---	104

--- Billing ---

Number of patients billed	---	776
Total amount of bills sent	---	\$58,106
Amount received from;		
third party	---	\$10,467
Medicaid	---	\$8,790
PHS	---	\$12,900

TOTAL RECEIVED --- \$32,157

SCR

38

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: DOT
 Title: Commending the Alaska Marine Highway for 25 yrs. of service BRU: _____
 Sponsor: Sen. Jones Components: _____
 Requestor: Sen. Transportation Committee

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		-0-	-0-	-0-	-0-	-0-

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL		-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

[Empty box for analysis content]

Prepared by: Ray Matiashowski Phone: 465-3743
 Division: Legislature Date: 2/2/88
 Approved by Commissioner: [Signature] Date: 2/2/88
 Agency: _____

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NEWS RELEASE

INFORMATION CONTACT: GINGER JOHNSON, INFORMATION OFFICER (907) 465-3900

FOR IMMEDIATE RELEASE

#481/ALASKA MARINE HIGHWAY SYSTEM MARKS 25TH YEAR OF SERVICE

January 22, 1988

Juneau--The Alaska Marine Highway System begins capping off a quarter century of operation this month. The first state ferry, the M/V Malaspina, sailed its maiden voyage 25 years ago on January 23, 1963.

To mark the occasion, Governor Steve Cowper is proclaiming a mid-year observance with May as Alaska Marine Highway Month.

In addition, there will be special observances through the year affording Alaskans statewide the opportunity to participate, said Commissioner Mark Hickey of the Department of Transportation and Public Facilities, which operates the Alaska Marine Highway System.

"It really is a milestone of solid service by a vital public agency when you look back at it," Hickey said. "Along with providing basic transportation, the Marine Highway system is a boon to tourism and a definite plus for other areas of commerce as well.

"And, then, there's the very human side of this. Ferry personnel over the years have assisted in search and rescue efforts,

(More)

Alaska Marine Highway System Marks 25th Year of Service...add one

medical emergencies, and on-board contingencies large and small, including the delivery of babies and collecting donations for passengers in emergency situations. It all adds up to much more than just operating a ferry system."

Alaska Marine Highway System Director George Davidson said the special year "serves to keep us on our toes. We naturally look back with pride at the record of service behind us, but also with recharged determination to the challenges ahead."

Following the M/V Malaspina's maiden voyage in 1963, the M/V Taku and the M/V Matanuska were added to the fleet that same year.

The ferry system opened to Alaskans and visitors a means of regularly scheduled public transportation connecting the highway system at Prince Rupert, B.C. and Haines, to southeast communities not reachable by land routes.

The system before long, added a lower 48 link to Seattle. It now operates nine vessels, serving southeast, Prince William Sound, Aleutian Chain communities, and southcentral Alaska as well. The system serves 3,500 route miles and carries more than 360,000 passengers and 90,000 vehicles annually, along with freight and other goods of Alaskan commerce.

In total, the system has carried six million passengers and one-and one-half million vehicles since 1963.

###

SCR

440

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: DOT&PF
 Title: Relating to revision of Title 2 of
Alaska Statutes BRU: Plans, Programs & Budget
 Sponsor: Halford Components: Statewide Aviation
 Requestor: JONES

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES		4.0	0	0	0	0
TRAVEL		2.5				
CONTRACTUAL		7.5	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		14.0	0	0	0	0
CAPITAL		0	0	0	0	0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		14.0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL		14.0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Title 2 is out of date and rewrite is appropriate, however, there may be other items such as airport certification and federal construction grants of a higher priority for the use of staff.

See attached for analysis.

Prepared by: Ron Lind Phone: 465-4070
 Division: Plans, Programs & Budget Date: 2/8/88
 Approved by Commissioner: Mark S. Hill Date: 2/8/88
 Agency: Department of Transportation and Public Facilities

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

Continuation of Fiscal Note Analysis
For Bill/Resolution No. SCR 40

Revision of Title 2 should be performed in a way which provides an opportunity for public comment on the proposed revisions. It is assumed that all costs for assistance provided by the Legal Services Division, Legislative Affairs Agency will be funded from that agency.

It is also assumed that the drafting services from the Legal Services Division include all legal research required for the project. The Department of Law will be used by the Department of Transportation and Public Facilities to review the draft and final product, as well as provide a separate legal opinion in case of disagreement. Assistance from the Department of Law is estimated at 10 days for \$7500.

Some of the DOT&PF staff that would be involved in this project are currently funded by federal or CIP receipts so there is a need for state funding for their time. In addition, there may be a need to hire short-term special assistance for this effort. The estimated total cost of these two items is 20 days at \$200 average per day, for \$4000.

Public Hearings of the proposed Title 2 rewrite should be held in at least Anchorage, Fairbanks, and Juneau. The estimated cost for travel is \$2500.

Personal Services (Staff and Special Assistance)	\$4,000.00
Travel (Public Hearings)	2,500.00
Contractual (Department of Law)	<u>7,500.00</u>
TOTAL	\$14,000.00

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Relating to the revision of Title 2
of the Alaska Statutes
Sponsor: Senator Halford
Requestor: Senate Transportation

Agency Affected: Legislative Affairs Agency
BRU: Legislative Council
Components: Legal Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	-0-	-0-	-0-	-0-	-0-	-0-
TRAVEL	-0-	-0-	-0-	-0-	-0-	-0-
CONTRACTUAL	-0-	-0-	-0-	-0-	-0-	-0-
SUPPLIES	-0-	-0-	-0-	-0-	-0-	-0-
EQUIPMENT	-0-	-0-	-0-	-0-	-0-	-0-
LAND & STRUCTURES						
GRANTS, CLA'MS						
MISCELLANEOUS						
TOTAL OPERATING						

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Zero fiscal impact. Revising Title 2 could be absorbed in the legal services budget as an interim project.

Prepared by: Pamela A. Stoops, Manager

Pamela A. Stoops

Phone: 465-3850

Division: Administrative Services

Date: 1/5/88

Approved by: Executive Director Warren Endicott

WWE

Date: 1/5/88

Agency: Legislative Affairs Agency

Distribution (by preparer):

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

FISCAL NOTE

REQUEST: _____

Revision Date: _____
Title: Relating to the revision of Title
2 of the Alaska Statutes
Sponsor: _____
Requestor: _____

Agency Affected: Legislative Affairs Agency
BRU: Legislative Council
Components: Legal Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL	-0-	2.5	-0-	-0-	-0-	-0-
CONTRACTUAL	-0-	11.5	-0-	-0-	-0-	-0-
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	14.0	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	14.0	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary) \$2,500 travel is needed to hold public hearings on the proposed revision. It is estimated that at least three public hearings will need to be held. \$11,500 will be used to contract with a person knowledgeable in both state and federal aviation law to work with legal services division in preparing the revision.

Prepared by: Tamara Brandt Cook, Executive Secretary, Phone: 465-3867
Division: Code Revision Commission, Legal Services Div. Date: 2/09/88

Approved by: Executive Director, Warren W. Endicott Date: 2/09/88
Agency: Legislative Affairs Agency

Distribution (by preparer):

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

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 2-4 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER:

Rules

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

1/28/88

DATE TURNED INTO OFFICE _____

Mr. President:

Transportation Committee considered SCR 40

revision of Title 2 of the Alaska Statutes

and recommended:

replace with CS SCR 40 (TRSP) same title
 attached amendment(s) and new title

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted and attached

FN

** Committee attached or adopted fiscal note(s)
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Tim [Signature]
[Signature]
[Signature]
[Signature]
[Signature]

[Signature] (Do Pass)
Chairman signature and recommendation

Committee Backup Attached

STATE OF ALASKA
THE LEGISLATURE

POUCH Y STATE CAPITOL
JULIEAU ALASKA 99811
907 465 3800

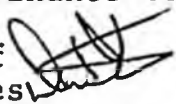
LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

January 19, 1988

SUBJECT: AS 02 (Aeronautics)

TO: Senator Rick Halford
Co-chair, Senate Finance Committee

FROM: David R. Dierdorff 
Revisor of Statutes

I recently completed routine editorial work on AS 02, which is scheduled for replacement in 1988. In going through the title, it became apparent that many of the provisions (particularly those in AS 02.10, AS 02.15, AS 02.30, and AS 02.35) are very old and that they probably haven't kept up with changes in the field of aviation, avionics, and federal regulation. It also appears that the title could stand some reorganization to make it more readable and useful.

I discussed this matter with Tam Cook, and she agreed with me that the technical nature of many of the provisions requires a level of expertise not available in our office for an adequate substantive review of the title. She suggested that I ask you to consider asking, by resolution or temporary law, the Department of Transportation and Public Facilities, to conduct a review of AS 02 during the upcoming interim, with the goal of bringing it up to date and reorganizing it as necessary. Our office would be happy to work with DOT/PF and draft any legislation that the review might recommend.

If you agree that this would be a worthwhile project, please let Tam or me know, and we will prepare an appropriate resolution or bill draft for your further consideration.

DRD:bb
WKB1/072

Legislative affairs - request DOT review AS 02

SCR

55

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 3/17/88 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER:

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

3/15/88 DATE TURNED INTO OFFICE 3/22/88
Mr. President:

TRANSPORTATION Committee considered SCR 55

Suspending Uniform Rules 41(b), 24(c), and 35 of the Alaska State
Legislature concerning Senate Bill No. 298

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____
- letter of intent adopted and attached

** Committee attached or adopted fiscal note(s)
 zero fiscal impact

MEMBERS SIGNING DO PASS

[Signature]

OTHER RECOMMENDATIONS

[Signature]
Fahrenberg No Rec

[Signature]
Chairman signature and recommendation
[Signature]

Committee Backup Attached

Senator John B. (Jack) Coghill
Alaska State Legislature

Box V
Juneau, Alaska 99811
(907) 465-4707

Box 55028
North Pole, Alaska 99705
(907) 488-0862



M E M O R A N D U M

TO: Senator Loyde Jones, Chairman
Senate Transportation Committee

FROM: Senator Jack Coghill

DATE: March 11, 1988

RE: SB 298

SB 298 as originally titled, An Act naming bridge number 1146 at milepost 240 on the George Parks Highway, was intended to honor Gary Crabb by naming the bridge (crossing the Nenana River at the south boundary of McKinley Park which is also proximate to Crabb's McKinley Village community) as "Crabbie's Crossing".

SB 298 passed the Senate and went to (H) Transportation. After leaving the Senate, my staff discovered the bridge designated in the bill's title and text was already named and was not the intended bridge; possibly miscommunication with DOT.

I wish to correct this bill's title and text. This requires a Senate Concurrent Resolution requesting that uniform rules be suspended regarding changes to the title of a bill. Attached is the required document, to be introduced by Senate Transportation.

Thank you.

A large, stylized handwritten signature in black ink, appearing to read "John B. Coghill".

SCR

60



Alaska State Legislature

SENATOR JIM DUNCAN

P. O. BOX V JUNEAU, ALASKA 99811

(907) 465-4766

COMMITTEES:
FINANCE
RESOURCES
BUDGET AND AUDIT

MEMORANDUM

APRIL 18, 1988

TO: SENATOR LLOYD JONES, CHAIRMAN
SENATE TRANSPORTATION COMMITTEE

FROM: SENATOR JIM DUNCAN

SUBJECT: SCR 60

THANK YOU FOR SCHEDULING SCR 60 FOR A HEARING ON APRIL 19, 1988.

SENATOR ELIASON AND I HAD SCR 60 INTRODUCED THROUGH THE SENATE RULES COMMITTEE. SCR 60 REQUESTS THE GOVERNOR TO DIRECT THE COMMISSIONER OF TRANSPORTATION AND PUBLIC FACILITIES TO NAME THE STATE-OWNED FACILITIES AT AUKE BAY HARBOR AFTER DON D. STATTER, BECAUSE OF HIS COMMITMENT AND INVOLVEMENT THROUGHOUT THE STATE IN REGARDS TO ESTABLISHING BOAT HARBORS.

IN 1966 DON STATTER WAS APPOINTED DIRECTOR OF THE DIVISION OF WATER AND HARBORS, ALASKA DEPARTMENT OF PUBLIC WORKS. AS DIRECTOR HE SERVED THE STATE OF ALASKA BY ESTABLISHING A STATEWIDE BOAT HARBOR AND PORT SYSTEM. ONE OF HIS MAIN OBJECTIVES AS DIRECTOR OF WATER AND HARBORS WAS TO BUILD THE BEST POSSIBLE HARBOR FACILITIES FOR THE LEAST COST TO THE STATE. HE WAS VERY SUCCESSFUL IN THIS ENDEAVOR. HE WAS ADMIRERD AND RESPECTED THROUGHOUT THE STATE OF ALASKA.

WE FELT THAT NAMING THE STATE-OWNED FACILITIES AT AUKE BAY AFTER DON WOULD BE MOST APPROPRIATE BECAUSE DON WAS INSTRUMENTAL IN LAYING THE GROUND WORK AND MAKING THE AUKE BAY BOAT HARBOR PROJECT POSSIBLE AND BECAUSE HE CONTINUED TO PURSUE HIS INTEREST IN THE DEVELOPMENT AND OPERATION OF LOCAL HARBORS BY SERVING ON THE JUNEAU HARBOR BOARD OF DIRECTORS.

RECEIVED APR 07 1988

ALASKA STATE LEGISLATURE - SENATE

SENATOR RICHARD I. ELIASON

RULES COMMITTEE, CHAIRMAN
LABOR & COMMERCE COMMITTEE, VICE CHAIRMAN
LEGISLATIVE COUNCIL
RESOURCES COMMITTEE
FISHERIES SUBCOMMITTEE, CHAIRMAN

P.O. BOX 143
SITKA, ALASKA 99835
P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4916

MEMORANDUM

TO: Sen. Jim Duncan

FROM: Sen. Dick Eliason

DATE: April 6, 1988

RE: Naming a harbor in memory of Don Statter

As per our recent conversation, I would like to suggest that the State name a harbor in the Juneau area in honor of the memory of Mr. Don Statter, the retired Director of D.O.T.'s Division of Waters and Harbors who died last week. I believe that this would be a most appropriate thing for the State to do, and I will be happy to lend my support to your efforts to accomplish this in your district.

Ann Dummer
P.O. Box 20354

~~4-14-88~~
4-14-88
8:33AM

Bureau 99802-0354

Reply

Supports naming of
Harbor after Don Statter.
If you need any help or
whatenes - call on her - She
used to work with him.

Supports Don Statter Harbor

Mr. Terry Rader
9348 Lakeview CT
JNU 99801

Reply

WHILE YOU WERE AWAY

FOR <u>Jim</u>	DATE <u>4-14</u>	TIME <u>9:06</u> <small>PM</small>
TO <u>Alice Kendall</u>	<u>Reply</u>	
OF <u>PO Box 263</u>	<input checked="" type="checkbox"/> <small>PHONE</small>	
PHONE <u>Douglas AK 99824</u>	<input type="checkbox"/> <small>PLEASE CALL</small>	
MESSAGE <u>Call 321 111-1111</u>	<input type="checkbox"/> <small>WILL CALL AGAIN</small>	
<u>Requesting votes yes for</u>	<input type="checkbox"/> <small>PLEASE SEE YOU</small>	
<u>Don Statter Harbor</u>	<input type="checkbox"/> <small>WANTS TO SEE YOU</small>	
<input checked="" type="checkbox"/> <small>SIGNED</small>	FORM 4002	

Ex-harbor director dies at 54

The Associated Press

JUNEAU — Former state harbor director Don Statter died early Wednesday morning from complications arising from injuries sustained in a March 17 car accident in Juneau.

Statter, 54, died after fighting a lung infection for the past two days, said Dr. A. Craig Eddy, of the University of Washington Hospital in Seattle. He had suffered severe head and chest injuries in the two-car crash.

Funeral services will be held in Juneau at a later date, Eddy said.

Statter retired in 1982 as director of the state harbors division. He taught welding at the University of Alaska Southeast, owned a small welding business and was a member of the Juneau harbor board.

Daily News
3-21-88

Don Densmore Statter

Memorial services for Don Densmore Statter will be held 3 p.m. Monday at Valley Chapel Church, 9741 Mendenhall Loop Road. Graveside services will follow at Alaskan Memorial Park. The Pioneers of Alaska afterward will give a reception at Valley Chapel Church.

Mr. Statter died early Wednesday morning at Harborview Medical Center in Seattle from pneumonia and heart failure following a car collision in Juneau March 17. He was 54.

Mr. Statter was born in Sacramento, Calif., on Oct. 30, 1933. He moved to Haines in 1943, where his father worked on the Haines Highway cut-off project. He spent many summers in Valdez and later moved with his mother and his step-father to Ketchikan, where he completed his high school education in 1951.

He attended engineering school in San Francisco. His military obligations were served with the U.S. Coast Guard in Kodiak.

Mr. Statter worked in various engineering capacities for a number of construction companies specializing in waterfront construction until statehood. He accepted employment with the Division of Waters and Harbors, Alaska Department of Public Works, and became the director in 1966.

After 30 years he retired from state government and successfully pursued an education in welding technology. He became a state licensed certified welding instructor, teaching part-time welding instruction at the University of Alaska-Juneau now the University of Alaska Southeast for five years. He operated his own business, Technical Welding Services of Juneau. Last fall he accepted full-time employment with UAS as the welding instructor.

His interests and hobbies included boating and sport fishing on the M/V Viking, nordic and alpine skiing, bicycling, metal working, guns and flying. His most recent achievement was obtaining his private pilot's license with a float rating. He owned and maintained a Cessna 150 factory float plane.

He was a member of the American Welding Society, Juneau Yacht Club, Democratic Precinct, Juneau Harbor Board of Directors, Sons of Norway and Pioneers of Alaska.

He is survived by his wife, Anita Strom Statter, whom he met as a teen-ager in Ketchikan, married in 1955 and lived with for 33 years.

Other survivors include his mother, Janette, and step-father Jess Edwards, of Ketchikan; his father, Don W. Statter of



DON STATTER

Winnemucca, Nev.; his daughters, Donna Dress and Linda Lewis of Juneau, and Debra Geoffrion of Ketchikan.

Survivors also include his grandchildren Trista and Kristin Dress of Juneau; grandmother Helen Politis, aunt Virginia McMillan, and cousin Marilyn McMillan of California; and a cousin, Claudia Talcot of Palmer.

Pall bearers will be Dave Ward, Jack Moulton, Albert Strom, John Lewis, Thomas Dress and Emil Mussel.

In lieu of flowers, memorials may be sent care of Irene Nichols, Box 02504, Juneau, 99802, for the education trust fund for the grandchildren of Don Statter or the emergency medical technician fund.

Friends may contact the family by writing to: Anita Statter, P.O. Box 32795, Juneau, 99803.

Carl P. Johnson

Memorial services for Carl Peter Johnson, 69, will be at 2 p.m. Tuesday at the First Presbyterian Church in Anchorage.

Mr. Johnson died March 20 while vacationing in Claremont, Calif.

At the time of his death, he was the senior registered mechanical engineer in Alaska, having practiced that profession since 1949.

Mr. Johnson was born Feb. 19, 1919, in Roseburg, Ore., to Harold Johnson, a railroad engineer, and his wife, Fay

Stinebaugh. His mother grew up in Skagway during the Klondike Gold Rush. His grandfather, James Stinebaugh, was a Skagway merchant who arrived there in 1897.

Mr. Johnson was raised in Eugene, Ore., and received his engineering training at Oregon State University in Corvallis, Ore., where he was a member of the varsity crew.

He married his wife, Eva Marquart, in 1942.

Mr. Johnson worked on military construction projects in the Aleutians during World War II and moved to Anchorage in 1946, where he was involved in mechanical engineering and construction management. He was a key construction inspector on the White Alice project in the 1950s and also served on the planning and platting commission for Anchorage.

After six years in the Seattle area, he moved to Juneau in 1966, where he became chief mechanical engineer for the state. He was appointed director of the Division of Buildings in 1967 and served in that position until 1972. Along with other projects, he directed the planning, design and construction of the State Office Building in Juneau.

He worked as a principal project engineer on the Alyeska Pipeline Project in the mid-1970s, before returning to work for the state in 1977 as a design engineer and chief of buildings maintenance. He retired in 1982 and then served as general manager of the architectural firm of John Graham, Alaska. In 1985 he became a private consultant.

Mr. Johnson was a member of the Masonic Lodge, the Shriners, Pioneers of Alaska, Elks and the Anchorage Downtown Rotary Club. He was Past Patron of the Order of the Amaranth in Anchorage. He was also a member of the American Society of Heating, Refrigerating and Air-conditioning Engineers.

He maintained an interest in rowing and was a member of the United States Rowing Association. He had a life-long interest in railroading and model railroads.

He served on the Anchorage Chamber of Commerce Energy Committee. Anchorage Mayor Tom Fink recently appointed him to the Solid Waste Advisory Committee for Anchorage.

Survivors include his wife of 45 years, Eva, of Anchorage; his brother, Paul H. Johnson, of Portland, Ore.; his sons, Robert, of Anchorage, and Mark, of Juneau; and grandchildren Kersten, Erik, Andrew and Brita.

In lieu of flowers, memorials may be made to the Shrine Burn Center, Al Aska Shrine Temple, 1730 E. Northern Lights, Anchorage, 99508.

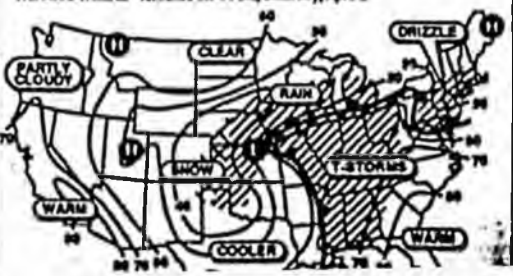
LOCAL

68	37	W
48	30	6.30
48	4	6.30
34	20	V
14	20	0.00
11	14	V
11	33	W
23	12	0.02
48	30	V
41	26	1.26
48	29	0.30
42	28	0.30
42	29	0.21

Forecast for tonight: Occasional rain and snow showers. Southeast winds to 10 mph. Low in the lower 30s.
 Forecast for Saturday: A few showers in the morning, otherwise mostly cloudy. High in the lower 40s.
 Thursday's high: 40.
 Overnight low: 37.
 24-hour precipitation: .66 inch. Snowfall: Traces.
 Heating degree days: 25.
 Normal temperature for this date: 35.
 Record high: 56 set in 1958.

NATION

The Aons Weather Forecast for 6 P.M., Saturday, April 2



FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: DOT/PF
 Title: Naming a Harbor for Don D. Statter BRU: _____
 Sponsor: Senate Rules Committee
 Requestor: Senate Transportation Comm Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANT'S, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Senate Transportation Comm. Staff Phone: 465-3743
 Division: _____ Date: 4/19/88
 Approved by Commissioner: [Signature] Date: 4/19/88
 Agency: _____

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

SCR

63

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 4/21/88 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER: FINANCE

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

4/19/88
Mr. President:

DATE TURNED INTO OFFICE 4/26/88

TRANSPORTATION Committee considered SCR 63

Urging the Governor to establish the Alaska Railroad depot at Nenana as the official museum for the Alaska Railroad and a state historical site

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____
- letter of intent adopted and attached

** Committee attached or adopted fiscal note(s)
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Handwritten signatures]

[Handwritten signature]
Chairman signature and recommendation

Committee Backup Attached

Senator John B. (Jack) Coghill
Alaska State Legislature

Box V
Juneau, Alaska 99811
(907) 465-4797

Box 55026
North Pole, Alaska 99705
(907) 488-0862



MEMORANDUM

TO: Senate Transportation Committee Members
FROM: Senator Jack Coghill
DATE: April 25, 1988
RE: SCR 63, Nenana Depot as Historical Railroad Site/Museum

The original Alaska Railroad Depot located in Nenana has great historical significance to the State, the Alaska Railroad, the City of Nenana, the public and tourism. A brief history of the Nenana railroad depot is included in the bill text.

The Nenana Depot was placed on the Federal Register of National Historic Sites on August 10, 1977.

The ARRC donated the Nenana Depot to the City of Nenana to be preserved for historic purposes and conversion to a museum for the general public by Resolution 87-5, March 16, 1987.

SCR 63 ties together Federal, ARRC, and State recognition of the Nenana Depot as a historic railroad site and museum.

Your support of SCR 63 is encouraged.

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: SCR 63
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Alaska Railroad Corp.
Title: Historical railroad site/museum BRU: _____
Sponsor: Senate Resources Committee Components: _____
Requester: Senate Transportation Committee

EXPENDITURES / REVENUES : (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULLTIME	-0-	-0-	-0-	-0-	-0-	-0-
PARTTIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: James B. Blasingame, Dir. of Administration Phone: 265-2403
Division: Alaska Railroad Corporation Date: April 25, 1988
Approved by Commissioner: J. Anthony Smith, Commissioner Date: 11-25-88
Agency: Department of Commerce & Economic Development

Distribution (by preparer):

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

APR 25 '88 08:23 ARRC.ANCH ALASKA

ALASKA RAILROAD CORPORATION



J. Box 7-2111 • Anchorage, Alaska 99510-7069

Resolution 87-5

Relating to the Donation of the Nenana Depot to the City of Nenana

WHEREAS, the Nenana Depot, located in Nenana, Alaska, was built in 1922 as the northernmost terminus of the Alaska Railroad; and

WHEREAS, the Alaska Railroad Corporation is the owner of the Nenana Depot located in Nenana, Alaska; and

WHEREAS, the Depot was placed on the Federal Register of National Historic Places on August 10, 1977; and

WHEREAS, the Corporation desires to have the building preserved for historic purposes; and

WHEREAS, the City of Nenana is now leasing the building and desires to own the building to preserve its historical significance and convert it to a museum for the general public;

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the Alaska Railroad Corporation hereby donates the Nenana Depot to the City of Nenana with the stipulation that its historical significance be preserved. The President and CEO and his designees are authorized to negotiate, execute, and finalize documents necessary to transfer title of this building consistent with the terms of this resolution.

Adopted by the Board of Directors
March 16, 1987

ARRC RESOLUTION 87-5 DONATING NENANA DEPOT

APR 25 '00 00:24 ARRC.ANCH ALASKA

ALASKA RAILROAD CORPORATION



O. Box 7-2111 • Anchorage, Alaska 99510-7069

Resolution 87-6

Relating to the Donation of a Locomotive Bell to the City of Nenana

WHEREAS, the Alaska Railroad Corporation has surplused a bell from a steam locomotive that is estimated to be 45 years old; and

WHEREAS, the City of Nenana is developing a historic museum and desires pieces of Railroad equipment which have historic significance to the Railroad and the City of Nenana;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Alaska Railroad Corporation hereby donates one locomotive bell to the City of Nenana with the proviso that it be placed in their museum for the enjoyment of the general public and that it be returned to the Corporation should the City of Nenana have no further use for it.

Adopted by the Board of Directors
March 16, 1987

SJR

30

**STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: _____

Bill Version : _____
Publish Date : _____

Revision Date: _____
Title: SJR 30 Legislative
Confirmation of Railroad Board
Sponsor: Kerttula
Requestor: _____

Agency Affected: None
BRU: _____
Components : _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		-0-	-0-	-0-	-0-	-0-

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL		-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

This resolution has no fiscal impact.

Prepared by: Terry Otness, Committee Aide Phone: 465-4921
Division: Senate Transportation Committee Date: 4-7-1987

Approved by Committee Chairman, Senator Lloyd Jones Date: _____
Agency: Senate Transportation Committee

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)
Senate Secretary

SJR

56

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: _____
 Title: Requesting FAA redescribe Air Defense
Zones n. of contiguous 48 states of U.S. BRU: _____
 Sponsor: Halford et al Components: _____
 Requestor: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

[Empty box for analysis]

Prepared by: Senate State Affairs Committee Phone: 465-4522
 Division: _____ Date: _____
 Approved by: Senator Mitch Abood *[Signature]* Date: 2-1-88
 Agency: Senate State Affairs Committee

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)

Fiscal Note

FISCAL NOTE

REQUEST:

APR 8 1988

Revision Date: _____
Title: Requesting the Federal Aviation Administration to ...
Sponsor: Halford, Binkley, et al
Requestor: Senate Transportation

Agency Affected: Public Safety
BRU: Fish & Wildlife Protection
Components: Enforcement

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

No fiscal impact is anticipated.

Prepared by: Captain Conrad G. Seibel Phone: 269-5509
Division: Fish & Wildlife Protection Date: 2/5/88

Approved by Commissioner Walter Horvath, Dep. Comm. Date: 2-24-88
Agency: Department of Public Safety

Distribution (by preparer):

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

*JWS
2/10/88*

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 1-26-88 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER: TRSP

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

1/26/88 DATE TURNED INTO OFFICE 2-2-88
Mr. President:
State Affairs Committee considered SJR 56

Requesting the Federal Aviation Administration to redescribe the
Air Defense Identification Zones north of the contiguous 48 states
of the United States

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- + a maj of the Cmte *recomm*
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____
- letter of intent adopted and attached

** Committee attached or adopted fiscal note(s)
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Rich Lehman
William H. ...
John ...

Sen. ...
 Chairman signature and recommendation

Committee Backup Attached

SJR

58

**STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: _____

Bill Version : SJR 58
Publish Date : 2-16-88

Revision Date: _____

Agency Affected : None

Title : Cordova Alaska as homeport of
U.S. Coastguard Cutter "Sweetbrier"

BRU: _____

Sponsor : Sen Kertulla & Szymanski
Requestor : Senate Transportation

Components : _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by : Ray Matiashowski Phone : 465-3743
Division : Senate Transportation Date : 2-16-88

Approved by Commissioner : [Signature] Date : _____
Agency : Senate Transportation

- Distribution (by preparer) :
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impact Agency(ies)
 - Senate Secretary

Fiscal Note

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Cordova as Home Port for
Coast Guard Cutter
Sponsor: Kerttula/Szymanski
Requestor: Jones

Agency Affected: DOT&PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

This legislation would have no impact to the Department of Transportation and Public Facilities.

Prepared by: W. Keith Gerken
Division: Deputy Commissioner, Operations

Phone: 465-3900
Date: 2-17-88

Approved by Commissioner: Mark S. Hickey
Agency: Transportation & Public Facilities

Date: 2-17-88

Distribution (by preparer):

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

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 2-11-88 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER:

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

1/28/88 DATE TURNED INTO OFFICE 2-18-88

Mr. President:

Transportation Committee considered SJR 58

Cordova, Alaska, as the home port of the United States Coast Guard cutter "Sweetbrier."

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____
- letter of intent adopted and attached

** Committee attached or adopted fiscal note(s)
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Tim Kelly
[Signature]
[Signature]
[Signature]

[Signature] (Do Pass)
Chairman signature and recommendation

Committee Backup Attached



Official Business

Alaska State Legislature

Senate

P.O. BOX V
State Capitol
Juneau, Alaska 99811

2-9-88

To: Senator ^{Lloyd} Lloyd Jones, Chair, Senate Transportation Committee

From: Senator ^{Jay} Jay Kerttula (Sponsor)

Re: SJR-58, Relating to Cordova, Alaska, as the home port of the United States Coast cutter "Sweetbrier".

SJR-58 requests that the United States Coast Guard keep Cordova as the home port of the cutter "Seetbrier". The Coast Guard has had a presence in Cordova for 53 years, and the "Sweetbrier" has been stationed in Cordova for almost twelve years.

I have attached the City of Cordova's Resolution No. 88-3 which parallels SJR-58.

Thankyou for your consideration of SJR-58. It is important to the safety of Prince William Sound and the economy of Cordova that the "Sweetbrier" remain in Cordova.

sponsor letter

CITY of CORDOVA, ALASKA

JAN 15 1988

RESOLUTION 88-3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORDOVA, ALASKA,
THAT THE UNITED STATES COAST GUARD IS INVITED AND ENCOURAGED
TO CONTINUE ITS PRESENCE IN PRINCE WILLIAM SOUND, WITH CORDOVA
AS THE HOME PORT OF THE U.S.C.G. CUTTER SWEETBRIER

WHEREAS, the United States Coast Guard has held a respected and necessary presence in the city of Cordova, Alaska, for fifty-three years; and

WHEREAS, the Coast Guard Cutter "Sweetbrier" has proven its critical importance to maritime safety and navigation in Prince William Sound since 1976; and

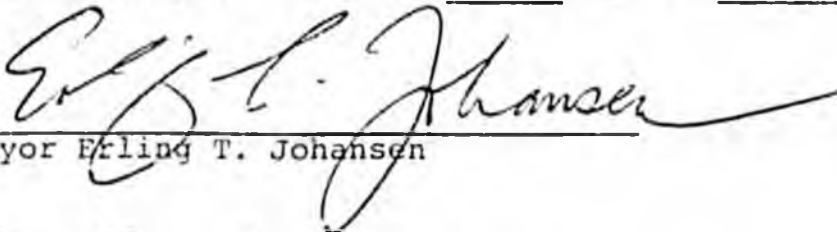
WHEREAS, commercial fishing, which is the basis of the economy of Cordova, is dependent upon the Coast Guard to protect the safety of the fleet and fishery; and

WHEREAS, the officers and crew of the "Sweetbrier" represent the presence of one hundred eleven Cordova residents, which is approximately 4% of the population of Cordova; and

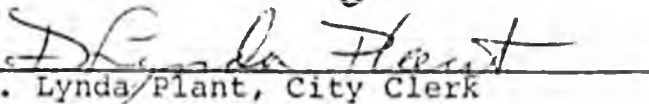
WHEREAS, the city of Cordova is, and wishes to remain, the Home Port of the Coast Guard Cutter "Sweetbrier";

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Cordova, Alaska, that the United States Coast Guard is invited and encouraged to continue its presence in Prince William Sound, with Cordova as the Home Port of the U.S.C.G. Cutter "Sweetbrier".

PASSED AND APPROVED THIS 7th DAY of January, 1988.



Mayor Erling T. Johansen



D. Lynda Plant, City Clerk

City of Cordova resolution - support

SJR

59

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Remove Highway Trust Fund
from Unified Federal Budget
Sponsor: Coghill/Jones
Requestor: Jones

Agency Affected: DOT&PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

The Department supports the concept of removing the Highway Trust Fund and the Airway Trust from the Unified Federal Budget. There is no fiscal impact to the Department of Transportation and Public Facilities.

Prepared by: Ron Lind, Director
Division: Plans, Programs & Budget

Phone: 465-2171
Date: 2/5/88

Approved by Commissioner: Mark S. Hickey
Agency: DOT&PF

Date: 2/8/88

Distribution (by preparer) :

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

Fiscal Note

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 2-11-88 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER:

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

1/28/88
Mr. President:

DATE TURNED INTO OFFICE 2-18-88

Transportation Committee considered SJR 59

Requesting the Congress to remove the Highway Trust Fund and the Airport and Airway Trust Fund from the Unified Federal Budget.

and recommended:

[] replace with CS _____ [] same title
[] attached amendment(s) and [] new title

do pass

[] do not pass

[] no recommendation

[] individual recommendations

[] further referral to _____

[] letter of intent adopted and attached

** Committee attached or [] adopted fiscal note(s)
 zero [] fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Tim Kelly
Mike Head
John Connett
John...

Handwritten Signature (Do Pass)
Chairman signature and recommendation

[] Committee Backup Attached

Senator John B. (Jack) Coghill
Alaska State Legislature

Box V
Juneau, Alaska 99811
(907) 465-4797

Box 55028
North Pole, Alaska 99705
(907) 488-0862



M E M O R A N D U M

To: Senate Transportation Committee
FROM: Senator Jack Coghill
DATE: February 17, 1988
SUBJECT: SJR 59

A handwritten signature in dark ink, appearing to be "Jack Coghill", written in a cursive style.

SJR 59 requests the Congress to remove the Federal Highway Trust Fund and the Airport and Airway Trust Fund from the Unified Federal Budget.

The highway and airport trust funds receive their revenue from user fees and are dedicated to highway and airport improvement programs. The funds are the source of most federal matching money in the Alaska Department of Transportation Budget.

Inclusion of these two funds in the Unified Federal Budget has subjected them to federal budget reduction acts. However, monies in the funds cannot be spent on other areas of the budget because they are dedicated. Therefore, the highway and airport/airway funds accumulate a balance while the critical transportation needs of the states may go unmet.

Specific questions and answers relating to the highway and airport/airway trust funds are included on the attached page.

I urge your support of SJR 59.

SPECIFIC QUESTIONS AND ANSWERS ON SJR 59
HIGHWAY AND AIRPORT/AIRWAY TRUST FUNDS

1. What types of user fees generate the revenue for the funds?

The highway fund comes primarily from gasoline and diesel fuel taxes, and miscellaneous truck purchase and use taxes. The airport fund comes from aviation fuel, passenger ticket and departure taxes.

2. How are the states' shares determined?

There are complex formulas for each fund. The formulas are based on factors such as the population and the size of the highway or airway system of each state.

3. How is the fund money used in Alaska?

The highway and airport/airway funds are the primary sources of federal receipts in the DOT budget. For example, the highway fund provides the 90-10 matching funds for new roads.

4. Is the federal limitation on expenditures from the funds a new problem this year?

No! Congress has denied expenditure of the full, available funds for several years.

5. Why does Congress restrict use of the funds?

Possibly because keeping money in the funds reduces the federal deficit on paper. However, since these are dedicated monies, they cannot be transferred to pay for other programs.

6. How much money is at stake for Alaska?

\$20 million in highway funds and \$6 million in airport funds.

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, REGIONAL DIRECTOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
PHONE: (907) 451-2210

December 24, 1987

Re: Gramm/Rudman Highway
Trust Fund
Log #88-78

The Honorable John B. Coghill
Alaska State Senate
P.O. Box V
Juneau, Alaska 99811

Dear Senator Coghill:

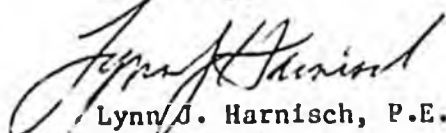
During our December 11, 1987 budget presentation, you had a number of questions about the Highway Trust Fund and the impacts of Gramm Rudman legislation.

This week, Congress passed the federal unified budget reduction package. Therefore, Gramm/Rudman provisions did not take effect. However, the end result is about the same, and Alaska's federal obligation authority will be reduced by approximately \$7 million.

The balance of the Highway Trust Fund normally is held at \$9-10 billion. Since it is a self supporting fund, dedicated only to the national highway system, the budget reduction measures will only increase the fund's balance and cannot be applied to deficit spending in other areas of the federal budget. Effectively, applying budget reductions to the Highway Trust Fund only reduces the overall Federal deficit on paper.

If you have further questions, please contact me at 451-2210.

Sincerely,



Lynn J. Harnisch, P.E.
Regional Director

PP/sa

cc: Bob Evans, Legislative Assistant, Office of the Governor, Juneau
Susan Fleischhauer, Legislative Liaison, Headquarters
Mark Hickey, Commissioner
John D. Martin, P.E., Chief of Planning & Research, Northern Region

From the federal bill
attempting to separate the funds
from the unified budget:

SUBTITLE B - HIGHWAY AND AIRPORT TRUST FUNDS

The purpose of this provision is to take the Federal-aid highway program, the public transportation discretionary grant program and the Airport and Airway Trust Fund out of the unified budget and thereby to protect them from manipulation either for the purpose of understating the size of the budget deficit (on paper) or for the purpose of increasing spending for programs funded from general revenues. The change is long overdue in light of the following: (1) These programs, and the trust fund which finances them, are subject to an impressive array of controls which render any restraint imposed by the budget process totally unnecessary.

From the federal bill attempting to separate
the funds

(2) In concept and in substance, these programs have no place in a unified or consolidated budget. (3) Inclusion of the highway trust fund and Airport and Airway Trust Fund in the unified budget has led to the imposition of obligation controls on the Federal-aid highway and Airport improvement programs for a decade and (more recently) the mass transit discretionary capital program. This has been despite Budget Act language clearly recognizing the unique character of the highway trust fund. (4) Such limitations have had the effect of (a) holding down expenditures under the affected programs below the level which can be sustained by revenues, and (b) constraining the program to an extent unnecessary to any rational program management objectives. (5) Renewed recognition on the part of the Congress that self-financed trust funds are indeed different from general revenues and deserving of treatment accordingly.

Nothing in the amendment would detract in any manner from the legitimate exercise of authority of the Committee on Ways and Means. Its chief substantive effect would be to help protect the programs from inappropriate meddling. Moreover, it would have no effect on the real deficit.

The following sections discuss the highway trust fund and Airport and Airway Trust Fund in greater detail.

Highway Trust Fund

1. Unified Budget Controls Unnecessary: The highway trust fund (including the mass transit account established by the Surface

FHWA FUNDING (\$'s in millions)

FISCAL YEAR		APPORTIONMENT	INITIAL OBLIGATION LEVEL	TOTAL OBLIGATED
1984	1	\$153.4	\$142.9	\$153.8
1985	1	\$164.1	\$151.9	\$159.4
1986		\$165.3	\$147.5	\$151.1
1987		\$152.7	\$145.8	\$152.4
1988		\$153.5	\$128.8	?

1. Amounts adjusted to reflect level program even though approximately \$8.8 million of 1985 apportionment not received until 1986.

FHWA Funding level \$4-88