ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990

6645 SENATE STATE AFFAIRS

8672 1049

Clyde 4-6-89

charging to
advanced project definition — money
used up now

could break out
x amt for MOU
x amt for EIS, contingent upon
signing of MOU

// // //

Richard Rice, Navy 4-6-89

Navy record well stated in letter
Don't know if anyone in Navy wants to get
on phone — answers haven't been formulated
Would rather respond in writing
Prefer to deal through Hickey

Right now no $ earmarked in budget
Looking to state $ to come in proposal

Congressional delegation initiated — so
Navy went up & looked at sites — now
waiting for a proposal to come from
the state.
Pyatt & Hickey met a month ago — ball in AK court
right now nothing on the table.
Navy stated would spend any money — doesn't
mean we would!

Alaska has invited Navy to come

Clear Navy hoping State will take lead, fund, etc

FAX questions
(202) 692-4416

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling

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

907-465-3712

Senate State Affairs Committee

TO: Terry Cramer
Legal Division

FROM: Sandra Schubert Sandra
Committee Staff

RE: SB 201, Homeport Appropriation

DATE: April 6, 1989

Per our telephone conversation, please prepare a draft CS for SB 201 that incorporates the following. Changes noted are to your 4/4/89 draft (6-0867E).

page 1, line 27
insert a semi-colon after "Seward" and delete the rest of the phrase

page 2, lines 3-4
delete "continue project development, negotiate project terms with the navy, and"

page 2, lines 6-16
delete all material and insert:

Upon completion and signing of a Memorandum of Understanding between the Department of the Navy and the state Department of Transportation and Public Facilities, the sum of up to $500,000 is appropriated from the general fund to the DOTPF for expenses incurred in preparation of environmental impact statements considering the environmental effects of placing homeports for U.S. Navy ships in Seward and in Kodiak. The MOU must meet the concerns expressed in Legislative Resolve 61, 1988 and must provide for the cost of preparation of the EIS to be shared equally by the U.S. Navy and the state.

What do you think?

→ I will circulate if you OK.

S

CORRECTION

THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

Clyde 4-6-89

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What do you think?

→ I will circulate if you OK.

S

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

April 4, 1989

The Honorable Jan Faiks
Alaska State Legislature
P. O. Box V
Juneau, AK. 99811

Dear ~~Senator~~ JAN Faiks:

This letter is written to respond to your questions regarding the Environmental Impact Statement (EIS) for navy homeporting in Seward. In your letter you have suggested that the state will undertake the EIS. While we anticipate that the state will play an active role in the development of the EIS, we have not agreed to actually do the EIS for the navy.

My office has checked with the U. S. Army Corps of Engineers (Corps) regarding your questions. According to the Corps, although the Environmental Assessment (EA) you forwarded can not replace the EIS, it should be helpful in expediting the process. However, without a clear understanding of the navy's legal requirements for an EIS, the Corps was unable to quantify how much help it will be. As the process unfolds, these requirements should become clearer.

One of the main differences between an EA and a EIS is that the EIS process requires that public comment must be received before the document is finalized. This is also one of the more time consuming elements of the EIS process and it will not be shortened by an existing EA.

Thank you for your continued support for this project.

Sincerely,

Mark S. Hickey
Commissioner

cc: Senator Jalmar Kerttula
Senator Mike Szymanski

25A-T1LH

6-0867H
Cramer
4/7/89

Original sponsors: Szymanski, Kerttula, Zharoff, et al.

Funding Information
General Fund $750,000
Other Funds -0-
$750,000

IN THE SENATE BY THE STATE AFFAIRS COMMITTEE

CS FOR SENATE BILL NO. 201 (State Affairs)

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for an environmental impact statement concerning Seward and Kodiak as homeports for navy ships; and providing for an effective date."

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

* Section 1. FINDINGS. The legislature finds that

(1) the United States Department of the Navy conducted a study of potential homeport sites in the state, assessing climate, port services, transportation, utilities, community support, and economic impact;

(2) the navy's homebasing report selected Kodiak and Seward as the most suitable Alaska ports for the potential basing of two frigates, each with a complement of approximately 275 personnel and requiring a total of 75 civilian support personnel ashore;

(3) the Fifteenth Alaska State Legislature indicated its support for basing a navy homeport in Alaska, so long as there are net benefits to the state, by passing Legislative Resolve 61;

(4) the public has expressed strong support for homeporting in the state, assuming a reasonable economic return;

(5) the Department of the Navy has suggested that environmental impact statements be prepared to examine the effects associated with homeporting in Kodiak and Seward; and

(6) the state Department of Transportation and Public Facilities will need added money to prepare the environmental impact statements should

they be warranted.

* Sec. 2. Upon completion and signing of a Memorandum of Understanding between the federal Department of the Navy and the state Department of Transportation and Public Facilities that meets the requirements of this section, the sum of up to $500,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for expenses incurred in preparation of environmental impact statements considering the environmental effects of placing homeports for U.S. Navy ships in Seward and in Kodiak. The memorandum must meet the concerns expressed in Legislative Resolve 61, 1988, and must provide for the cost of preparation of the environmental impact statement to be shared equally by the Dept. of the U.S. Navy and the state.

* Sec. 3. The unexpended and unobligated balance of the appropriation made by this Act lapses into the general fund June 30, 1990.

* Sec. 4. This Act takes effect immediately under AS 01.10.070(c).

6-0867E
Cramer
4/4/89

Original sponsors: Szymanski, Kerttula, Zharoff, et al. changes in CS are noted

Funding Information
General Fund $750,000
Other Funds -0-
$750,000

- state pay only 50% of EIS cost
- make dependent on MOU

IN THE SENATE

CS FOR SENATE BILL NO. 201 STAFF

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

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(2) the navy's homebasing report selected Kodiak and Seward as the most suitable Alaska ports for the potential basing of two frigates, each with a complement of approximately [200] 275 personnel and requiring a total of [120 military] 75 civilian support personnel ashore;

(3) the Fifteenth Alaska State Legislature indicated its support for basing a navy homeport in Alaska, so long as there are net benefits to the state, by passing Senate Joint Resolution 55;

(4) the public has expressed strong support for homeporting in the state, [anticipating] assuming a reasonable economic return;

(5) the Department of the Navy has suggested that environmental impact statements be prepared to examine the effects associated with homeporting in Kodiak and Seward and the state agrees so long as the project terms are set out in a signed memorandum of understanding and comply with the intent of Senate Joint Resolution 55 passed by the Fifteenth Alaska State

Legislature; and

(6) the state Department of Transportation and Public Facilities will need added money to continue project development, negotiate project terms with the navy, and prepare the environmental impact statements should they be warranted.

* Sec. 2. The sum of $750,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for expenses incurred in evaluating placing homeports for United States Navy ships in Seward and in Kodiak, including [a study to prepare impact statements considering the environmental effects of]

(1) assessing the feasibility of the project;

(2) undertaking an environmental impact analysis, if warranted, for the project;

(3) performing work pertaining to implementation of a comprehensive plan for the project; and

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201POOP.TXT
4/5/89

SB 201 $750,000 TO D.O.T. FOR HOMEPORT E.I.S.

TO TESTIFY

ACKNOWLEDGE SUPPORTIVE LETTER FROM SENATOR FAIKS

SENATOR SZYMANSKI, SPONSOR

CLYDE STOLTZFUS, DEPT. TRANSPORTATION

F.Y.I.

C.S. WAS DRAFTED AT SPONSOR'S REQUEST -- DRAFT ACTUALLY CAME FROM D.O.T. IT REFLECTS THEIR RELUCTANCE TO DIVE INTO AN E.I.S. PROCESS BEFORE HAVING MORE INFORMATION ON WHO'LL DO WHAT.

THE NAVY'S LETTER REFERS TO A JOINT E.I.S. PROCESS. IS THE NAVY PUTTING UP FUNDS TOO?

WHAT ARE THE NAVY'S EXPECTATIONS OF THE STATE? WHAT MIGHT THE TOTAL COST TO THE STATE BE? WHEN WILL STATE RECEIVE ASSURANCE (PER SJR 55) OF NET ECONOMIC, SOCIAL, AND ENVIRONMENTAL BENEFITS?

IF STATE FRONTS ALL THE CAPITAL MONEY, ANY WAY TO RECOUP SOME OF OUR INVESTMENT THROUGH A LONG-TERM LEASE, ETC.?

SJR 55 ASKS THE NAVY TO SEEK THE SUPPORT OF THE SELECTED COMMUNITY. SUPPORTIVE RESOLUTION IN PACKET FROM SEWARD -- WHAT ABOUT KODIAK?

WHEN WILL THEIR BE A FINAL DECISION ON WHETHER OR NOT TO BASE SHIPS IN ALASKA?

- lease payment on cab investments
- Navy EIS $, planning $
- memo of understanding - $ this summer

6-0867E
Cramer
4/4/89

Original sponsors: Szymanski, Kerttula, Zharoff, et al.

changes in CS are noted

Funding Information
General Fund $750,000
Other Funds -0-
$750,000

IN THE SENATE

CS FOR SENATE BILL NO. 201 (STAFF)

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

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4/4/89

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Funding Information
General Fund $750,000
Other Funds -0-
$750,000

IN THE SENATE

CS FOR SENATE BILL NO. 201 ( )

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

A BILL

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SLIDE #	NAME	DESCRIPTION
2	NSAPS .CHT	ALASKA BASING STUDY POA&M

A PLAN OF ACTION AND MILESTONES WAS PREPARED CONSISTING OF THREE PHASES. ALL THREE PHASES ARE NOW COMPLETE AND WILL BE DISCUSSED IN GREATER DETAIL.

DISPLAY TIME:

ALASKA BASING STUDY
POA&M

TASK	MILESTONE	STATUS
PHASE I LIBRARY SRCH	1 APR 88	COMPLETE
PHASE II SITE VISITS	MAY-JUL 88	COMPLETE
PHASE III ENG STUDY	15 OCT 88	COMPLETE
FWD STUDY TO CNO	31 DEC 88	

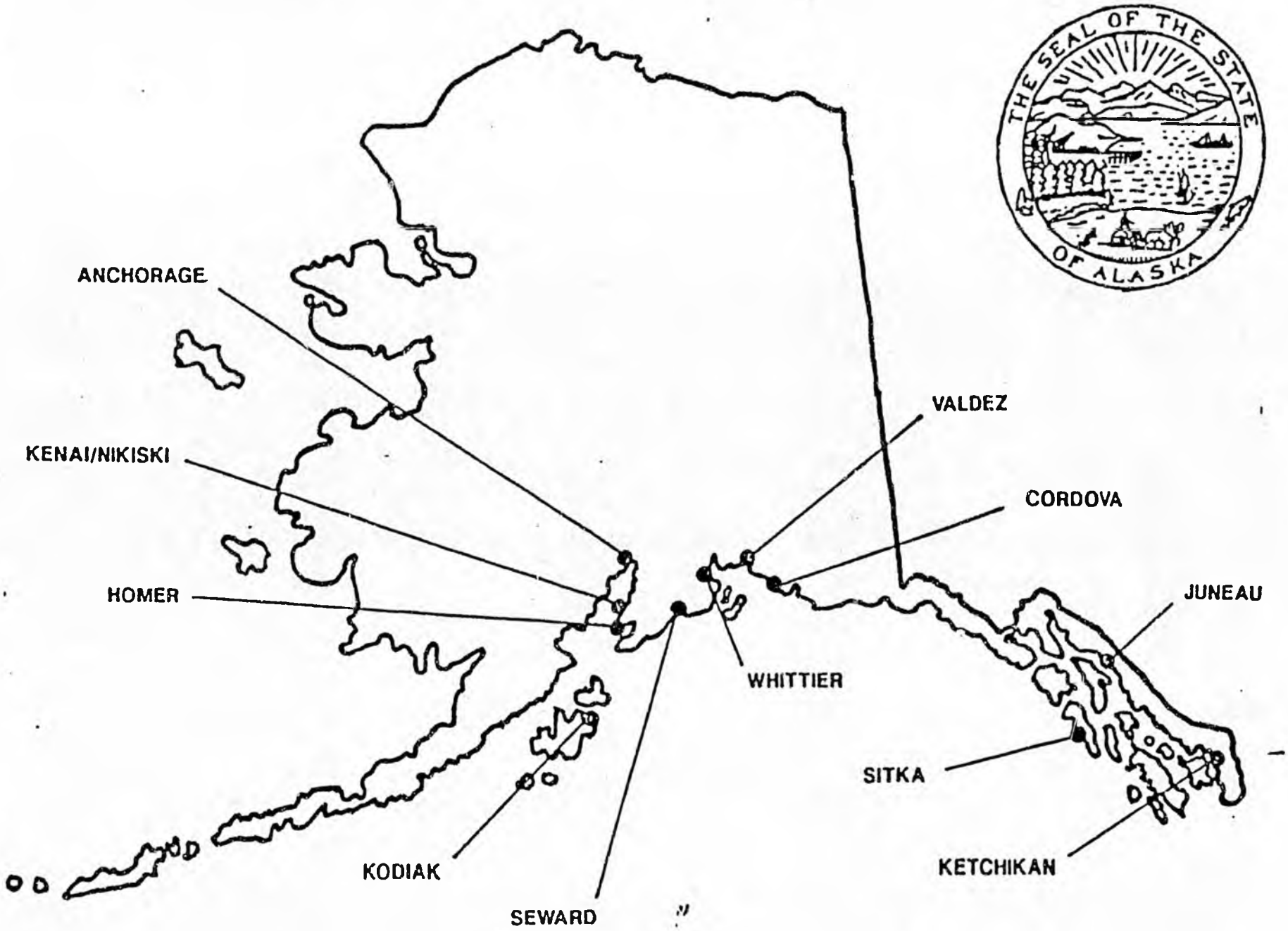
SLIDE #	NAME	DESCRIPTION
3	NSAP4 .CHT	ALASKA BASING STUDY PH I

PHASE I WAS AN IN-HOUSE STUDY TO DETERMINE A LIST OF POTENTIAL BASING SITES. IT WAS INITIALLY DETERMINED THAT MORE THAN TWO DOZEN PORTS COULD BE ACCESSED BY NAVY SHIPS. OTHER FACTORS SUCH AS COMMUNITY SIZE, WEATHER, AND GEOGRAPHIC LOCATION WERE USED TO REDUCE THE LIST TO ELEVEN SITES WHICH WOULD BE STUDIED IN GREATER DETAIL DURING PHASE II.

DISPLAY TIME:

ALASKA BASING STUDY
PHASE I

- ENGINEERING ASSESSMENT BASED ON RESEARCH OF EXISTING DOCUMENTS AND INHOUSE KNOWLEDGE OF ALL POTENTIAL SITES.
- LOOKED AT EXISTING FACILITY SUITABILITY.
- USED TO NARROW NUMBER OF POTENTIAL SITES AND IDENTIFIY THOSE WHICH SHOULD RECEIVE SHIP AND/OR PLANNING ENGINEER VISITS.



[illegible]

ALASKA BASING STUDY

Naval Support Activity Alaska Assumptions

- 2 FFG's
- Contract Medical/Dental support
- Contract Vehicle Maintenance
- Mutual support from community for police/fire
- Religious Program--community
- Bank/Credit Union--community
- Contract Fuel Support
- Contract Security Guards

SLIDE #	NAME	DESCRIPTION
8	NSAA .CHT	nsaa personnel loading

MISSION OF NAVAL SUPPORT ACTIVITY, ALASKA IS FORECAST TO CONSIST OF APPROXIMATELY 628 PERSONNEL. THE BULK WILL BE AFLOAT, WITH AN ESTIMATED 178 FAMILIES THE TOTAL NUMBER OF PERSONNEL WILL APPROACH 700.

DISPLAY TIME:

ALASKA BASING STUDY

Naval Support Activity Alaska

Personnel Loading

	Officer	Enlisted	Civilian
Afloat	42	415	-
Ashore	8	61	73
TAD/Transient	4	20	5
Total	54	496	78

TOTAL 628

Notional

BASIC FACILITY REQUIREMENTS
NOTIONAL NAVAL SUPPORT ACTIVITY ALASKA

DESCRIPTION	KETCHIKAN	JUNEAU	SEWARD	KODIAK
COST FACTOR	1.9	1.9	1.8	2.9
IFR HELO PAD	$299	$299	$284	$0
TAXIWAY & APRON	718	718	681	0
ML NX GAS STA	187	187	177	0
COMM CENTER	591	590	612	0
OPS STORE	333	333	318	0
MARGINAL WHARF	20,000	21,000	19,500	31,900
HELO HANGAR (2 BAY)	6,750	6,750	6,597	7,000
SHP REPAIR GEN	2,181	2,181	2,155	3,129
PW SHOPS GEN	2,857	2,857	2,700	1,000
CHILL/FREEZER	182	182	177	278
GEN WAREHOUSE	4,408	4,408	4,157	0
HAZ/FLAM/PAINT	133	133	125	203
OPEN STORAGE F.	34	34	32	52
ADMIN ADP & BCS MED	1.482	1.482	1.404	1,000
BEQ E1-4	1,235	1,235	1,163	1,555
E.M. MESS	1,303	1,303	1,229	1,955
BOQ 01-09	1,107	1,107	1,047	1,660
FIRE STATION	773	773	728	0
POLICE/GATE	213	213	202	0
EXCHANGE	1,642	1,642	1,547	0
EX ADMIN	128	128	121	0
EX SERV OUTLET	430	430	405	0
COMMISSARY	3,232	3,232	3,045	0
FAMILY SERVICES	198	198	186	0
EX AUTO SERV	294	294	277	0
MULTI-P-HOBBY	918	918	865	0
SP SERV ISSUE	333	333	314	0
AUTO HOBBY SHOP	730	730	687	0
CONSOL CLUBS	5,140	5,140	4,845	0
UT.S.&I	28,000	55,000	20,100	35,600
SUB TOTAL	86,063	113,063	75,381	81,862
FAMILY HOUSING	31,692	31,692	0	48,372
ELEM SCHOOL	0	1,283	0	1,958
HGR GSE	250	250	250	250
SIMA IPE	500	500	500	500
TOTAL	$118,515	$146,798	$76,641	$132,952

SLIDE #	NAME	DESCRIPTION
.1	[illegible] .CHT	RECOMMENDATIONS TO CNO

[illegible] WILL FORWARD [illegible] A BASING STUDY REPORT TO CNO BY 31 DECEMBER. IT WILL CONTAIN AN ATLAS OF FACILITIES [illegible] ESTIMATED COST..

DISPLAY TIME:

ALASKA BASING STUDY
RECOMMENDATION TO CNO

STUDY WILL CONTAIN FOLLOWING:

1. ATLAS OF FACILITIES IN PLACE AND ESTIMATED COST TO UPGRADE STUDIED SITES FOR HOMEPORTING.
2. OPERATIONAL BENEFITS/STRATEGIC ASSESSMENT
3. CINCPACFLT RECOMMENDATIONS

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	SITKA (1.9)	JUNEAU (1.9)	CORDOVE (2.46)	VALDEZ (2.0)	WHITTIER (2.46)	SEWARD (1.79)	HOMER (2.0)	KENAI/ NIKISKI (1.79)	ANCHORAGE (1.79)	KODIAK(1) (2.85)
					$	$	$	$	$	$	$	$	$	$	$
123-10	FILLING STA	GL	11,500	2	44	44	44	57	46	57	41	46	41	41	-
131-17	COMM CTR (2)	SF	158	2,200	660	660	660	855	695	855	622	695	622	622	-
137-40	PORT CONTRL OFF	SF	139	600	158	158	158	205	167	205	149	167	149	149	-
143-77	OPS STOR (MISC)	SF	148	1,200	337	337	337	437	355	437	318	355	318	318	-
151-20	BERTHING PIER	SY	1,375	5,000	12,892	12,892	12,892	16,691	13,570	16,691	12,145	13,570	22,145(3)	12,145	-
152-20	MARGINAL WHARF	FB	7,917	545	-	-	-	-	-	-	-	-	-	-	12,298
213-30	SIMA (4)	SF	108	16,400	3,365	3,365	3,365	4,357	3,542	4,357	3,170	3,542	3,170	3,170	5,048
219-10	PW SHOPS (8)	SF	83	10,400	1,640	1,640	1,640	2,123	1,726	2,123	1,545	1,726	1,545	1,545	-
219-20	PGG EQUIP SHOP	SF	45	700	60	60	60	77	63	77	56	63	56	56	-
219-25	PW WRK-IN-PROG	SF	93	1,000	177	177	177	229	187	229	166	187	166	166	-
219-77	PW MAINT STOR	SF	51	3,400	329	329	329	427	347	427	310	347	310	310	-
421-22	HIGH EXPLO MAG	SF	191	2,000	726	726	726	940	764	940	684	764	684	684	1,089
421-72	MISSILE MAG	SF	264	1,000	502	502	502	649	528	649	473	528	473	473	752
431-10	CHILL STORAGE	SF	196	280	104	104	104	135	110	135	98	110	98	98	156
431-10	FREEZER STORAGE	SF	129	260	64	64	64	83	67	83	60	67	60	60	96
441-10	GEN WAREHOUSE	SF	58	40,000	4,408	4,408	4,408	5,707	4,640	5,707	4,153	4,640	4,153	4,153	-
441-30	HAZ FLAM STOR	SF	140	400	106	106	106	138	112	138	100	112	100	100	160
441-72	SERVMART	SF	65	4,000	494	494	494	640	520	640	465	520	465	465	-
451-10	OPEN STORAGE	SY	24	300	14	14	14	18	15	18	13	15	13	13	-

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(OPTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	SITKA (1.9)	JUNEAU (1.9)	CORDOVA (2.46)	VALDEZ (2.0)	WHITTIER (2.46)	SEWARD (1.79)	HOMER (2.0)	KENAI/ NIKISKI (1.79)	ANCHORAGE (1.79)	KODIAK (2.85)
610-10(5)	ADMIN TRNG	SF	135	5,660	1,452	1,452	1,452	1,880	1,528	1,880	1,368	1,528	1,368	1,368	-
610-20	DATA PROCESSING	SF	145	1,800	496	496	496	642	522	642	467	522	467	467	-
721-11(6)	BEQ E1-E9	SF	107	6,075	1,235	1,235	1,235	1,599	1,300	1,599	1,163	1,300	1,163	1,163	1,853
721-13	" " "	"	"	"	"	"	"	"	"	"	"	"	"	"	"
721-45	DINING FACILITY	SF	196	3,500	1,303	1,303	1,303	1,688	1,372	1,688	1,228	1,372	1,228	1,228	1,955
721-11(6)	BOQ	SF	122	4,775	1,107	1,107	1,107	1,433	1,165	1,433	1,043	1,165	1,043	1,043	1,660
721-12	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
730-10(7)	FIRE STATON	SF	113	3,600	733	733	733	1,000	814	1,000	728	814	728	728	-
730-20(7)	POLICE STATION	SF	141	750	201	201	201	260	212	260	189	212	189	189	-
730-25	GATE/SENTRY HSE	SF	173	32	11	11	11	14	11	14	10	11	10	10	-
740-01	EXCHG RETAIL	SF	80	10,800	1,642	1,642	1,642	2,125	1,728	2,125	1,547	1,728	1,547	-	-
740-02	LOC EXCHG (8)	SF	70	7,000	-	-	-	-	-	-	-	-	-	877	-
740-03	EXCH CTR ADMIN	SF	135	500	128	128	128	166	135	166	121	135	121	121	-
740-04	EXCHG CAFETERIA	SF	196	2,700	1,005	1,005	1,005	1,302	1,058	1,302	947	1,058	947	947	-
740-09	EXCHNG SERVICE OUTLET	SF	104	2,175	430	430	430	556	452	556	405	452	405	405	-
740-23	COMMISSARY (9)	SF	84	20,250	3,232	3,232	3,232	4,184	3,402	4,184	3,045	3,402	3,045	-	-
740-25	FAMILY SERVICE	SF	160	650	198	198	198	256	208	256	186	208	186	186	-
740-30	EXCHNG SERVICE AUTO REPAIR	SF	89	1,740	294	294	294	381	310	381	277	310	277	277	-
740-36	HOBBY SH A&C	SF	161	3,000	918	918	918	1,188	966	1,188	865	966	865	865	-
740-37	SPSERV ISSUEOFF	SF	49	3,580	333	333	333	432	351	432	314	351	314	314	-
740-38	HOBBY SHOP AUTO	SF	128	3,000	730	730	730	945	768	945	687	768	687	687	-
740-67	CONSOLIDATED CLUB (10)	SF	144	18,300	5,140	5,140	5,140	6,660	5,414	6,660	4,846	5,414	4,846	-	-
	TOTALS				46,708	46,708	16,708	60,479	49,170	60,479	44,004	49,170	54,004	35,443	25,067

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	*UNIQUE* *BFR*	FY92 COST ($000) KETCHIKAN (1.9)	SITKA (1.9)	JUNEAU (1.9)	CORDOVA (2.46)	VALDEZ (2.0)	WHITTIER (2.46)	SEWARD (1.79)	HOMER (2.0)	KENAI/ NIKISKI (1.79)	ANCHORAGE (1.79)	KODIAK (2.85)
113-40	LAMPS APRON	SY	63	960	-	-	-	-	-	-	-	-	108	-	-
211-05	LAMPS HANGAR	SF	141	49,238	-	-	-	-	-	-	-	-	12,427	-	-

28 October 1988

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	JUNEAU (1.9)	SEWARD (1.8)	KODIAK (2.9)	REMARKS
					$	$	$	$	
111-10	IFR HELO PAD	SY	63	2,500	299	299	284	0	USE CG @ KODIAK
113-40	TAXIWAY & APRON	SY	63	6,000	718	718	680	0	" " " "
123-10	ML/NX GAS STA	OL	12K	8	183	183	175	0	" " " "
131-17	COMM CENTER	SF	158	2,200	660	660	622	0	" " " "
143-77	OPS STORE	SF	148	1,200	337	337	318	0	" " " "
152-20	MARGINAL WHARF	FB	10K	1,100	20,000	20,000	19,800	31,900	OR DBL TEE PIER 11 TO SHORE
211-05	(2)BAY HELO HGR	SF	152	24,098	6,960	6,960	6,593	3,000	ASSUME HGR SPACE REMOD @ KODIAK
213-XX	SHP REPAIR GEN	SF	140	8,200	2,181	2,181	2,060	3,329	EST IPE SEP
219-10	PW SHOPS GEN ALL CAT CODES	SF	100	25,000	2,850	2,850	2,700	1,000*	*BOS REMODEL @ KODIAK
431-10	CHILL/FREEZER	SF	160	600	182	182	173	278	
441-10	GEN WAREHOUSE	SF	58	40,000	4,408	4,408	4,153	0	LEASE OK @ KODIAK
441-30	HAZ/FLAM/Pt.	SF	140	500	133	133	126	203	
451-10	OPEN STORAGE F.	SY	30	600	34	34	32	52	ASSUME FENCED @ HAZ STOR AREA
610-10	ADMIN ADP & BOS MED EXAM	SF	130	6,000	1,482	1,482	1,404	1,000	REMODEL HANGAR AT KODIAK
721-11	BEQ E1-9	SF	107	6,375	1,235	1,235	1,163	1,885	
721-45	G.P. MESS	SF	196	3,500	1,303	1,303	1,228	1,955	
724-11	BOQ 01-09	SF	122	4,375	1,107	1,107	1,043	1,660	
730-10	FIRE STATION	SF	113	3,600	733	733	728	0	USE CG @ KODIAK
730-20	POLICE/GATE	SF	140	800	213	213	202	0	" " " "

BASIC FACILITY REQUIREMENTS
NAVAL SUPPORT ACTIVITY, ALASKA
(NOTIONAL)

CAT CODE NO	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	FY92 COST ($000) KETCHIKAN (1.9)	JUNEAU (1.9)	SEWARD (1.8)	KODIAK (2.9)	REMARKS
740-01	EXCHANGE	SF	80	10,800	1,642	1,642	1,547	0	USE CG @ KODIAK
740-03	EX ADMIN	SF	135	500	128	128	121	0	" " "
740-09	EX SERV OUTLET	SF	104	2,175	430	430	405	0	" " "
740-23	COMMISSARY	SF	84	20,250	3,232	3,232	3,045	0	" " "
740-25	FAMILY SERVICES	SF	160	650	198	198	186	0	" " " or BOS
740-30	EX AUTO SERV	SF	89	1,740	294	294	277	0	" " "
740-36	MULTI-P-HOBBY	SF	161	3,000	918	918	865	0	" " "
740-37	SP SERV ISSUE	SF	49	3,580	333	333	314	0	" " "
740-38	AUTO HOBBY SHOP	SF	128	3,000	730	730	687	0	" " "
740-67	CONSOL CLUBS	SF	144	18,800	5,140	5,140	4,846	0	" " "
UT.S.&I.	AS REQ'D	LS	EST	SWAG	28,000	55,000	20,100	35,600	SEW PLTS @ JUN & KOD
	SUB TOTAL				86,063	113,063	75,881	81,862	
F.HSG	FAM HSG (GEN)	EA	60	278	31,692	31,692	0	48,372	BOS or CHAMPUS for MED/DEN/CHAPEL REMODEL HSG @ KODIAK
	ELEM SCHOOL	SF	75	9,000	0	1,283	0	1,958	
	ENGR GSE	LS	EST	SWAG	260	260	260	260	
	SIMA IPE	LS	EST	SWAG	500	500	500	500	
	TOTAL				118,515	146,798	76,641	132,952	

NAVAL SUPPORT ACTIVITY ALASKA
Footnotes on Facility Requirements

(1) BFR at Kodiak assumes that existing DOD/Coast Guard ashore facilities will be utilized for the most part and only unique items shown will be required.

(2) Requirements for the communication center were calculated based on the assumption of installation of a RIXT(B) system homed off Elmendorf AFB (Naval Security Group Detachment) by landlines.

(3) Cost associated with the pier location includes approximately 1000 FT of sloped approach structure which allows descent from a 100 FT bluff at the pier height. (Cost is $1000/SF).

(4) Specific criteria for SIMA shops has not been developed. Quantative requirements are developed either by the activity based on experience or by Naval Sea Systems Command. For purposes of this cost estimate, the scope requirements are rough estimates only.

SIMA /213-30/(SF)		16,400
a.	Central Tool Shop	(1,000)
b.	Shipfitting Shop	(1,500)
c.	Welding Shop	(1,500)
d.	Inside Machine Shop	(1,500)
e.	Weapons Shop	(1,500)
f.	Electrical Shop	(1,500)
g.	Pipefitting Shop	(1,500)
h.	Electronics Shop	(1,000)
i.	Paint and Blasting Shop	(1,000)
j.	Marine Machine Shop	(1,000)
k.	Rigging Shop	(800)
l.	Maintenance Ship/Spares Storage	(2,000)
m.	Admin Space	(600)

(5) Category Code 610-10 includes 3,410 SF of administrative space as follows:

C.O.	-	400
X.O.	-	200
Admin Officer	-	150
PWD	-	150
APWD	-	110
Clerical Staff	-	700
Supply	-	800
Special Areas	-	220
Sub Total (NET)		2,730
GROSS UP (25%)	+	680
		3,410

Also included are 1,600 SF of classroom space and 650 SF of medical examination space, both of which were obtained from CC 171-15 "Reserve Training Building".

(6) Bachelor housing requirements were calculated on the basis of estimated base loading provided by CINCPACFLT. Based on the high cost of off-base housing in Alaska, it was assumed that demand for bachelor quarters would be greater than otherwise expected.

BEQ /721-11, 721-12, 721-13/(PN) 6,075 SF

a. E1-E4=30PN=(15x180sf=2,700)

b. E5-E6=12PN=(12x90sf=1,080)

c. E7-E9=6PN=(6x180sf=1,080)

d. Gross-up (25%) (1,215)

BOQ /724-11, 724-12/(PN) 4,775 SF

a. W1-O2=6PN=(6x330sf=1,980)

b. O3 & Above=4PN=(4x460sf=1,840)

c. Gross-up (25%) (955)

(7) Requirements for fire protection and security service were calcu[illegible] for minimum service based on the concept of "Mutual Support" with the local community.

(8) A Location Exchange is only required at the Anchorage site since a larger exchange already exists in Anchorage.

(9) The scope of the commissary store was calculated using NAVFAC P-80 criteria with estimated monthly sales of $98,400 (246 military families x $400/month, no retirees included). [illegible]

(10) This facility was included since most of the proposed home basing locations are small communities with few similar facilities. In addition to availability, off-base establishments are expensive compared to those in CONUS.

DESIGN COORDINATION AND REVIEW – COMMENTS
ROY F. WESTON (1012-26)(REV 7-72)

Comments by	Cost Engineering / Joe Bonaparte
Code	407.3
Phone	x7770
W.O. No.	AAA3P324
Date	5 Oct 88
Type of Review	Other: Study

Alaska Home Casing

DWG NO OR PAR NO	COMMENTS	REVIEW ACTION

Assumptions:

1. Based on Everett WA cost for electrical connection charge of 3-4 million dollars FY90, adjusting for FY92 w/o area factor gives a base cost average of 3 million dollars.

2. Based on Everett WA cost for direct and indirect mechanical connection charge of 3-6 million dollars FY90, adjusting for FY92 w/o area factor gives a base cost average of 4 million dollars.

3. For Steam/Compressed air plant and others, use typical plant for [illegible] units FY90 cost 3.9 million dollars w/o area factor gives a base cost of 3.3 million dollars for FY92.

4. [illegible] roads and other surfaces, based on site conditions and limited road construction show cost per lineal foot w/o area factor escalated to FY92 is about 100 dollars. This equates to 500K per mile.

5. Area Factor utilized for sites are approximately based on sites within the vicinity.

Sheet 1 of 7

Joseph L Bonaparte
Cost Engineer

DESIGN COORDINATION AND REVIEW – COMMENTS
1110 WESTDIV 11012/26 (REV 7-72)

COMMENTS BY: Cost Engineering/Joe Binsquaite	CODE: 407.3	PHONE: X7770	JOB ORDER NO: AAA 3P 324
PROJECT TITLE AND LOCATION: Alaska Home Basing			DATE: 6 Oct 88

TYPE OF REVIEW: 30% / 100% / FINAL / OTHER: Study (X)

DWG NO OR PAR NO	COMMENTS	REVIEW ACTION

Anchorage (Fire Island) AF = 1.79

1. Pier/Wharf @ 6000 SY x $1651 = $9906K

2. Causeway cost FY89-90 3 miles long.

$170,000,000 FY92 @ 15840' = $10,732.32/LF

3. Utility cost from mainland 6.3 miles long.

Electrical @ $6,000K @ 33264' = $180.38/LF

Mechanical @ $9,000K @ 33264' = $270.56/LF

4. Roads connecting to causeway and on island totaling 3.3 miles.

$895K/mile x 3.3 miles = $2,954K

5. Dredging North & South side total

4,945K CY @ $15/CY = $74,175K

Cordova (Shepard Point) AF = 2.46

1. Access Road 5 miles.

$1,230K/mile x 5 miles = $6,150K

~~Joseph N. Binsquaite~~
Cost Engineer

DESIGN COORDINATION AND REVIEW – COMMENTS
NPD WESTDIV 11012-26 (REV. 7-72)

COMMENTS BY	CODE	PHONE	JOB ORDER NO
Cost Engineering / Joe Bonaparte	407.3	x7770	AAA3P324

PROJECT TITLE AND LOCATION: Alaska Home Porting

DATE: 6 Oct 88

TYPE OF REVIEW: 30% / 100% / FINAL / X OTHER Study

DWG NO OR PAR NO	COMMENTS (Use separate comments after each comment)	REVIEW ACTION

<u>Cordova</u> <u>(Shepard Point)</u> (AF = 2.46)

2. Site Requires extensive blasting to remove mountain to gain upland. (Cost included in Access Road price)

3. All utilities to site 6 miles

Electrical @ $8,000K @ 31,680' = $252.53/LF

Mechanical @ $10,000 K @ 31,680 = $315.66

4. Requires Construction of Sewage & Steam Plants.

Sewage = $ 24,900K

Steam/Air = $ 8,400 K

<u>Homer</u> (AF = 2.00)

NONE

<u>Juneau</u> <u>(Douglas Island)</u> AF = 1.90

1. Access road to site 5 miles

$950K/mile x 5 miles = $ 4,750K

Joseph A Bonaparte
Cost Engineer

DESIGN COORDINATION AND REVIEW – COMMENTS

AAA 37324

Cost Engineering/Joe Bonaparte 407.3 x7770 7 Oct 88

TYPE OF REVIEW: Other Study

Alaska Home Basing

DWG NO OR PAR NO | COMMENTS | REVIEW ACTION

Kenai/Nikiski AF=1.79

1. Runway extension 425' x 150' = 63750 SF/9 = 7083 SY

7083 SY x $138.75/SY = $922,766 Say $983000

2. Up Grade Runway & End zones 1000' at each end

Overlay 2" @ (6000'x150')/9 = 100,000 SY x $2.72/SY $1,272,000

Demo 2000'x150 = 300,000 x $4.52/SF = $1,356,000

Replace 12" Conc 33,333 SY x $70/SY = $2,333,310

$4,961,000

3. Construct Maintenance Hanger w/ Taxiway & Parking

Hanger ~ 60,000 SF @ $185.90/SF = $11,154,000

Composite Hanger at Pt Mugu ANGB used as basis.

Apron ~ 77,460 SF @ 3.56/SF = $276,758

Composite Hanger at Pt Mugu ANGB used as basis.

Taxiway ~ (100'x1000')/9 = 11,111 SY @ $65/SY = $722,215

Adak FY90 Project P-114 used as basis.

4. Shore Protection @ $600/LF x 2000' = $1,200,00

Use 1987 Adak Storm ... study

Joseph L Bonaparte
Cost Engineer

01 25 89 15:22 ☎ 301 474 5464 COMMUNICATIONS H41 06

DESIGN COORDINATION AND REVIEW – COMMENTS

Cost Engineering/Joe Bonaparte 407.3 x7770	AAA3P324
	7 Oct 88
Alaska Home Basing	TYPE OF REVIEW: ☒ OTHER Study

DWG NO OR PAR NO	COMMENTS	REVIEW ACTION

Ketchikan AF = 1.90

1. Access Road to site 3 miles

$950/mile x 3 miles = $ 2,850K

2. All utilities to site 2.5 miles

Electrical — $ 2527K @ 13,200' = $ 191.47/LF

Mechanical — $ 3,791 @ 13,200' = $ 287.19/LF

3. To many sites to choose from to quantify dredging. Used Site #8.

Kodiak AF = 2.85

1. Construct Replacement Wharf (FloatPier) 6000 SY @ $2629 = 15,774 K

2. Dredging @ 250,000 CY for Maintenance.
250,000 CY x $24/CY = $ 6,000 K

Seward AF = 1.79

1. Breakwater Construction
1200' x 100' x 40' = 175,000 CY

175,000 CY x $ 31.92 = $ 5,588

SHEET 5 OF 7 SHEETS

Joseph R Bonaparte
Cost Engineer

01/25/89 15:14 ☎ 808 474 5464 COMNAVLOGPAC N41 07

DESIGN COORDINATION AND REVIEW – COMMENTS

Comments by	Code	Phone	Job Order No. / Date
Cost Engineering/Joe Bonaparte	407.3	X7770	AA87324 / 13 Oct 88

Alaska Home Basing

Type of Review: X Other Study

DWG NO OR PAR. NO	COMMENTS	REVIEW ACTION
	Seward AF=1.79	
	2. Dredging @ 100,000 CY to be used as fill for breakwater possibly.	
	100,000 CY @ $15 = $1,500K	
	Sitka AF = 1.9	
	1. Causeway Repair @ Airport	DownTown
	3000' x $11,391.25 = $34,176K	
	2. Road around Runway for access to site @ 10000' or 2 miles	
	$950K x 2/miles = $1,900K	
	3. Road construction New	Kat Ba
	$950K x 6/miles = $5,700K	
	4. Extend all Utilities 6 miles	
	Electrical @ $6369K @ 31680' = $201.04/LF	
	Mechanical @ $9,553K @ 31680' = $301.55/LF	
	5. Flood Control Work - 6 miles	
	31680' x $650.00/LF = $20,592K	

Sheet 6 of 7 Sheets

Joseph Bonaparte
Cost Engineer

DESIGN COORDINATION AND REVIEW – COMMENTS

AGA3P324

Cost Engineering/Joe Bonaparte 407.3 X7770

13 Oct 88

TYPE OF REVIEW: OTHER Study

Alaska Home Basing

DWG NO OR PAR NO	COMMENTS	REVIEW ACTION

Sitka AF = 1.9

6. Relocate Existing Road
950K x 3 miles = $ 2,850K > Starrigavan Bay

Valdez AF = 2.00

No Unusual Construction Required

Whittier AF = 2.46

1. Dredging @ 25000 CY
25000 CY x $20.61 = $515K

2. Enlarge existing Pier to 49500 SF
41500 SF/9 x $2269.24 = $10,464K

Note: Cost figures sheets 2-6 exclude budget markup. Use the below markup for budget pricing times cost underlined.

Structure = 1.302

Road/Utilities = 1.1224

Joseph Bonaparte
Cost Engineer

BASIC FACILITY REQUIREMENTS - ALASKA HOMEPORTING

CONT SEPT BUDGET

(1.05) (1.16) [illegible] = 1.302

CATEGORY CODE NUMBER	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	COST BY LOCATION WATERFRONT (FY92 BUDGET)	SAND POINT	BFR	COST BY LOCATION WATERFRONT	SAND POINT	BASIS/NOTES
113-90	LAMPS Apron	SY	63	960	61					USED LCAC [illegible]
122-70	Small Craft Fuel	GN	1217	60	73		60			Lump Sum Estimate - Includes Category Code 124-40
			11,500	4 (GL)	46		4 (GL)			P-80
123-10	Filling Station	GL	1	30,000	30		30,000			See Note for Category Code 122-20
124-40	Small Craft Fuel Storage	GA	144	5,000	720		5,000			
131-15	NTCC/SECGRU etc.	SF	122	2,100	256		1,400			P-80
131-40	Telephone Exchg.	SF	111	5,000	555		5,000			
137-40	Port Control Off.	SF	135	2,700	319		2,700			P-80
143-70	~~Ordnance Ops.~~	SF		~~1,500~~			1,500			P-80
~~143-11~~	~~Armory~~	SF	62	8,400	521		8,400			
143-77	Ops. Stor. (Hose Racks)	SF		~~6,000~~			6,000			
~~143-77~~	~~Ops. Stor. (Fuel~~ Services)	SY	1201	14,500	17,415		2,580			
A151-20	Gen'l Purp Pier			~~2,500~~			1,100			See Attached Sheet
~~151-20~~ 171-15	~~Gen'l Purp. Pier (Hard Craft)~~		114	10,000	480		10,000			
156-10	Transit Shed	SF	45	5,000	595		5,000			
171-20	Applied Instr./MOTU	SF	119	49,238	5,796					USE LCAC [illegible]
211-05	LAMPS Hangar	SF	141	~~15,000~~			15,000			
~~211-50~~	~~Indoor Range~~	SF	88	120,000	10,560		0			
213-30	SIMA	SF	113	8,500	961		8,500			
213-52	Boat Shop	SF	133	12,000	1,596		2,130			P-80
214-20	Auto Maint. (Non-Comb)	SF		~~1,110~~			1,110			P-80
~~218-50~~	~~Battery Shop~~	~~SF~~		~~20,000~~			20,000			P-80
~~218-60~~	~~Aircraft GSE Shop~~	~~SF~~		~~20,000~~			20,000			P-80
~~218-61~~	~~GSE Holding Shed~~	~~SF~~	30	14,750	1,130		10,400			P-80 - Shop Type 'B' [illegible]
219-10	Public Works Gen'l Shops	SF	43	850	37		850			DO
219-20	Pav. & Grnds Shed	SF	91	1,100	100		1,100			DO
219-25	P.W. Work-in-Proc.	SF	48	5,700	274		5,700			DO
219-77	P.W. Maint. Stor.	SF	182	3,000	546					
421-22	H/E Magazine	SF								

BASIC FACILITY REQUIREMENTS - ALASKA HOMEPORTING

CONST SWPT BUDGET
(1.05) (1.16) (1.05x1.055) = 1.302

CATEGORY CODE NUMBER	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	WATERFRONT	SAND POINT	BFR	WATERFRONT	SAND POINT	BASIS/NOTES
					FY92 BUDGET					
421-72	Missile Magazine	SF	208	10,000	2,080					3,000 MF
441-10	Gen'l Warehouse 50,000 SD	SF	52	~~100,000~~	5200					4,000 MF - 30,000 SP
441-30	Hazardous/Flam. Storage	SF	122	1,200	146					P-80 - 160 pn x 150
441-35	Gen'l Stor. Shed	SF	41	2,000	82					P-60 - 100 pn x 150/50,000 x 150
431-10	Chill Storage	SF	145	8,200	1,189					40 pn x 150
431-10	Freezer Storage	SF	99	3,500	347					Includes FW Admin. legal, PSO
441-72	SERVMART	SF	53	25,000	1,325					
451-10	Open Storage	SY	17	2,400	46					P-80 - 625 pn = 735 modules Full
540-10	Dental Clinic	SF	126	3,200	403					189 pn = 33 modules Partial
550-10	Medical Clinic	SF	151	30,240	4,546					modules = 760 SF
610-10	Admin.-Waterfront	SF	106	31,250	3,371					P-60 - 40 pn = 10 modules
610-10	Admin.-Sand Point	SF	127	15,000	1,905					10 x 760
610-20	Data Processing	SF	132	4,000	529					P-80 - 604 pn Full
~~610-40~~	~~Court Room~~	~~SF~~		~~2,500~~						167 p Partial
721-11-13	UEPH E1-E9	SF	79	178,600	14,109					Not priced-low requirement
										23 pn Full - 22 pn Partial
~~721-40~~	~~Discp. Barracks~~	~~SF~~		~~7,600~~						P-80
721-45	Dining Facility	SF	166	12,900	2,141					P-80
	UOPH	SF	96	44,000	4,229					P-80
730-10	Fire Station	SF	170	4,800	528					6 DOGs
730-20	Police Station	SF	110	1,750	193					
730-25	Gate House	SF	123	577	73					170 points per P-80-NRSO Funded
730-76	Kennel	SF	141	350	49					P-80
~~740-01~~	~~Exchg Retail Store~~	~~SF~~		~~30,000~~	~~13,077~~					P-80 (3 stands)
740-02	Location Exchange	SF	79	7,000	490					
740-05	Exchg Snack Stand	SF	114	2,700	307					

BASIC FACILITY REQUIREMENTS - ALASKA NONREPORTING

CONT SHPT BUDGET

(1.05) (1.16) (1.05x1.055 = 1.302

CATEGORY CODE NUMBER	DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	BFR	WATERFRONT	SAND POINT	BFR	WATERFRONT	SAND POINT	BASIS/NOTES
					FY92 BUDGET					
740-25	Family Svcs Center	SF	128	4906						
740-09	Exchg Srvc Outlets	SF	93	5,500	512		5,500			P-80 - 8359 Mil. Str. Mod.
~~740-10-17~~	~~Bank/Credit Union~~	~~SF~~		~~3,000~~			7,000			P-80 - Private Mod Funded
740-28	Amusement Center	SF	100	5,000	500		2,500			P-80 - 8359 Mil. Str.
740-23	Commissary	SF	78	40,000	3,120					NAF Funded
~~740-22~~	~~Exchg Car Wash~~	~~SF~~		~~2,100~~			1,180			P-80 - 8359 Mil. Str.
740-30	Exchg Srvc/AutoPerc		78	5360						NRSO Funded
740-35	Hobby Shop-Arts/	SF	131	20,000	2,400		0			P-80 - 14351 Mil. Pop.
740-37	Special/Services	SF	58	3500						
740-38	Hobby Shop-Auto	SF	107	15,000	1,605		9,000			P-80 - 8359 Mil. Pers.
~~740-42~~	~~Bowling Alley~~	~~SF~~		~~24,000~~			8EA			P-80 - 11683 Mil. Pop. Mod.
							8EA			NAF Funded
~~740-50~~	~~Pistol House~~	~~SF~~		~~12,000~~			44,400			P-80 - 10-15,000 Mil. Str.
740-67	Consolidated Club	SF	125	62,000	7,750					Add FY91
740-44	Enl. Club E1-E9	SF	111	69,000	7,548		46,000			2,571 E1-E3 - 5,279 E4-E9
740-71	Class VI Store	SF	101	7,800	780		0			NRSO Funded
~~740-74~~	~~Child Care Center~~	~~SF~~		~~14,400~~			8,025			P-80 - 214 Children
740-83	Library/Ed. Srvcs	SF	103	15,000	1,620		9,000			P-80 - 4,665 Mil. Str.
750-10	Outdoor Play Courts	EA	12,927	2 ##	155		6			P-80 - 4,665 Mil. Str.
750-20	Playing Fields	EA	32,126	1 #	32		1			Less than P-80 Allowance - Space Restriction

LR 61
1988

SELECT - QUERY
00009 ALL ROOT = SJR055

LR061 DOCUMENT= 1 OF 1

RESOLVE = LR61
YEAR = 88
SOURCE = HCSCSSJR55(RLS)
ROOT = SJR055
HEADING
NAME: LEGISLATIVE RESOLVE NO. 61
YEAR: 1988
SOURCE: HCSCSSJR55(RLS)
TEXT RELATING TO ESTABLISHING A UNITED STATES NAVY HOMEPORT IN ALASKA.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS NAVAL ACTIVITIES IN THE NORTH PACIFIC AND ARCTIC OCEAN HAVE INCREASED DRAMATICALLY IN RECENT YEARS TO THE EXTENT THAT MORE FOREIGN VESSELS NOW OPERATE IN THESE WATERS THAN THE UNITED STATES REGISTERS OR DEPLOYS WORLDWIDE; AND

WHEREAS ALASKA, THE UNITED STATES AND CANADA ARE VULNERABLE TO ECONOMIC AND MILITARY PRESSURES FROM THE POTENTIAL FOREIGN CAPABILITY TO OPERATE IN NORTHERN OCEANS WITH NUCLEAR AND CONVENTIONAL POLAR CLASS ICEBREAKERS AND OTHER ICE-STRENGTHENED SHIPS; AND

WHEREAS ALASKA'S COASTLINE OF APPROXIMATELY 6,640 MILES IS LONGER THAN THAT OF THE REST OF THE CONTINENTAL UNITED STATES; AND

WHEREAS ALASKA IS OPENING TO INTERNATIONAL TRADE AND EXCHANGE THAT SUPPORTS GREATER NAVAL PRESENCE; AND

WHEREAS ALASKA OCCUPIES A PIVOTAL AND STRATEGIC POSITION IN RELATION TO THE PACIFIC AND ARCTIC RIMS; AND

WHEREAS ALASKA CONTAINS VAST QUANTITIES OF NATURAL RESOURCES THAT ARE OF STRATEGIC IMPORTANCE TO THE UNITED STATES; AND

WHEREAS ESTABLISHING A NAVY HOMEPORT AT ONE OR MORE ALASKAN COMMUNITIES COULD PROVIDE GREATER SUSTAINABILITY FOR NAVAL OPERATIONS IN THE NORTH PACIFIC AND ARCTIC OCEANS;

BE IT RESOLVED THAT THE GOVERNOR AND THE ALASKA STATE LEGISLATURE STRONGLY URGE THE UNITED STATES NAVY TO CONSIDER ESTABLISHING A HOMEPORT AT ONE OR MORE ALASKAN COMMUNITIES; AND BE IT

FURTHER RESOLVED THAT THE STATE OF ALASKA IS WILLING TO SERIOUSLY CONSIDER INVESTMENT OF AS MUCH AS $100,000,000, THROUGH A COOPERATIVE ARRANGEMENT WITH THE UNITED STATES NAVY, TO DEVELOP INFRASTRUCTURE OR OTHER CAPITAL IMPROVEMENTS NECESSARY FOR THE ESTABLISHMENT OF A MAJOR, LONG-TERM NAVY HOMEPORT IN ALASKA; AND BE IT

FURTHER RESOLVED THAT THE WILLINGNESS OF THE STATE OF ALASKA TO PROVIDE INFRASTRUCTURE OR OTHER CAPITAL IMPROVEMENTS IS CONTINGENT UPON THE COMPLETION OF A COST-BENEFIT ANALYSIS, INCLUDING CONSIDERATION OF RELEVANT ECONOMIC, SOCIAL, AND ENVIRONMENTAL FACTORS THAT DEMONSTRATES THAT THE STATE WOULD DERIVE NET BENEFITS FROM AN INVESTMENT OF PUBLIC FUNDS OR OTHER RESOURCES, AND BE IT

FURTHER RESOLVED THAT THE STATE OF ALASKA STRONGLY URGES THE UNITED STATES NAVY TO SECURE FROM ANY HOMEPORT COMMUNITY ITS SUPPORT AS TO SITING AND WORK WITH IT ON ISSUES OF MUTUAL CONCERN, INCLUDING THE DEVELOPMENT OF AN APPROPRIATE EMERGENCY MANAGEMENT PLAN THAT ADDRESSES PUBLIC SAFETY AND OTHER ISSUES.

COPIES OF THIS RESOLUTION SHALL BE SENT TO THE HONORABLE FRANK CARLUCCI, SECRETARY OF DEFENSE; TO THE HONORABLE WILLIAM BALL, III, SECRETARY OF THE NAVY; AND TO THE HONORABLE TED STEVENS AND THE HONORABLE FRANK MURKOWSKI, U.S. SENATORS, AND THE HONORABLE DON YOUNG, U.S. REPRESENTATIVE, MEMBERS OF THE ALASKA DELEGATION IN CONGRESS.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.

AK Homebasing Report

PREPARATION

The Alaska Home Basing Study was performed by staff members of the Naval Facilities Engineering Command as tasked by the Commander in Chief U.S. Pacific Fleet. The following personnel participated in the field investigation and contributed data contained in the report:

Mr. David L. Jarvis
Mr. James F. Bryant
Ms. Marcia K. Pauley
Mr. N. Terry Greiner
Mr. Joseph L. Bonaparte
Mr. Richard Trimble

The Alaska Home Basing Report was prepared by staff members of the Pacific Northwest Branch Office, Western Division, Naval Facilities Engineering Command, Silverdale, Washington, under the direction of Mr. James F. Bryant.

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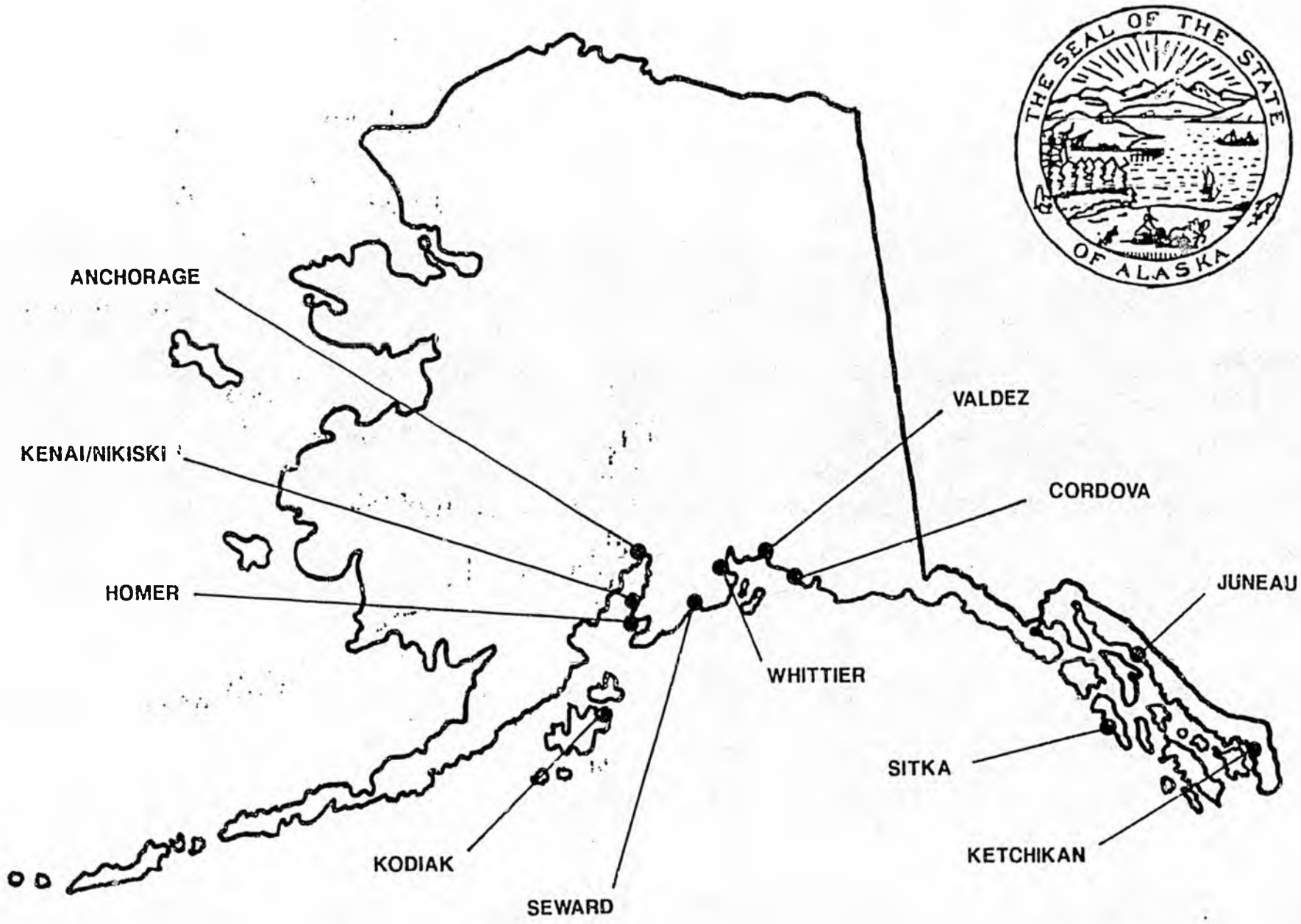

THE SEAL OF THE STATE OF ALASKA
ANCHORAGE
KENAI/NIKISKI
HOMER
VALDEZ
CORDOVA
JUNEAU
WHITTIER
SITKA
KETCHIKAN
KODIAK
SEWARD

figure 1-1

ANCHORAGE

Anchorage, the largest city and metropolitan area in Alaska, is located at the head of Cook Inlet, 1,445 air miles north of Seattle.

I. POPULATION

The Municipality of Anchorage has an estimated population of 240,000, with an estimated population in surrounding communities of 20,000. This represents approximately one-half of the state population.

II. CLIMATOLOGY

The climate of Anchorage is typical of most cities in the northern latitudes; that is, warm during summer months and cold and snowy during winter. Summer temperatures range up to 70 degrees while wintertime lows can reach -20 degrees. The area receives about 16 inches of rain and 64 inches of snow per year. Winds are usually light to moderate and visibility is normally excellent. The Anchorage Bowl area experiences overcast sky conditions approximately 70% of the year. Spectacular summers days last over 19 hours while winter days are as short as 5.5 hours.

III. HARBOR CHARACTERISTICS

The Port of Anchorage is located at the head of Cook Inlet, 178 miles from open ocean. Transit from open ocean is around the tip of the Kenai Peninsula and directly up Cook Inlet. Navigation into the port is clear with the exception of Fire Island and the Knik Arm Shoals. The channel depth is -26 feet Mean Low Low Water (MLLW) and is 1/2 mile wide at its narrowest point. There are no overhead obstructions into the port. Tides in Cook Inlet and the Port of Anchorage run from extremes of -6.5 feet to +38 with the normal high of 29 feet and 2 to 3 knot currents.

Heavy ice normally accumulates in upper Cook Inlet from the middle of December through January and remnants remain through mid to late April. The extent of ice in Cook Inlet is primarily dependent on the severity of the winter and wind conditions.

Heavy siltation in upper Cook Inlet is a continuing problem requiring regular maintenance dredging. In addition to silt accumulation, suspended silt may present maintenance problems for shipboard equipment.

IV. PORT SERVICES

Port services in Anchorage are limited to one tug boat and a rubbish barge. Waterborne services have not been required since fuel, water and sewage service is currently provided alongside all piers.

V. EXISTING WATERFRONT FACILITIES

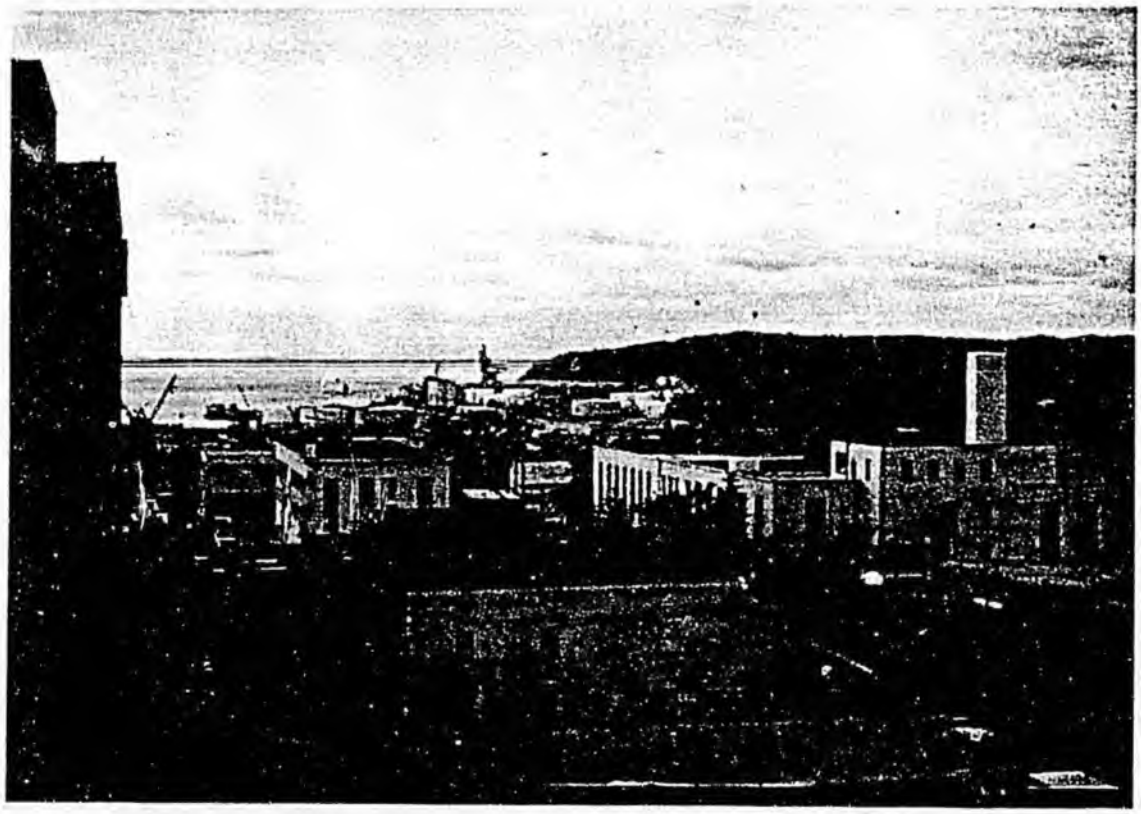
The Port of Anchorage offers the following steel pile supported concrete wharves:

a. Petroleum Terminal: 47' X 612' (including dolphins)
b. Terminal No. 1: 95' X 610'
c. Terminal No. 2: 69' X 600'
d. Terminal No. 3: 69' X 1011' (including dolphins)

All wharves are elevated to 41' MLLW with depth alongside annually dredged to -35' MLLW. The load limit on all wharves is 650 pounds per square foot.

VI. EXISTING ONSHORE FACILITIES

There are currently no onshore facilities suitable for construction of a home base for Navy ships in Anchorage or the surrounding area.



The Municipality and Port of Anchorage has proposed an interim and long-range plan for home basing. The interim plan calls for home basing to take place at the Ship Creek development site on the Anchorage waterfront near the existing port. This project has been under study for some time and is planned for the near future whether home basing occurs or not. To accommodate home basing, a portion of this site would be set aside for Navy use until such time as a permanent Navy home base could be developed on Fire Island.

Fire Island is located approximately 2 3/4 miles west of Point Campbell near Anchorage International Airport. This 4,240 acre cigar shaped island is described in the "Anchorage Coastal Resource Atlas", Volume Four (1982), as having "a perimeter characterized by steeply rising bluffs ranging in height from 80' to nearly 300' above tide level. At the extreme north and southwest ends of the island are two low lying sand spots. The remainder of the island is hummocky. Elevation ranges in height from 50' to 300'". Currently there is only air or water access to the island. The Port and Municipality are proposing the construction of a road/rail causeway from the mainland to the island to accommodate access.

VII. SEISMIC FACTORS

The Anchorage area is located in Seismic Zone four per NAVFAC P-355, Seismic Design for Buildings. The area has been hit by only four major earthquakes since 1899, the worst being in 1964 when Anchorage experienced significant damage directly due to ground shaking and settling. Detailed geology and susceptibility to seismic activity for Fire Island is detailed in the "Anchorage Coastal Resource Atlas".

VIII. LOGISTIC SUPPORT

Logistic support in the Anchorage area is excellent. Besides hosting many wholesalers dealing in all types of goods and materials, year round container ship and air freight service is available.

Petroleum, oils and lubricants (POL) are readily available in the Anchorage area. Diesel oil storage capacity is 254,000 barrels, jet fuel is virtually unlimited, aviation gas storage is 165,000 barrels and various lubricant products are stored in 55 gallon drums in any quantity desired.

The number of ship chandlers is limited in Anchorage. Repair parts are available by container delivery or air freight.

Ship provisioning in Anchorage is virtually unlimited. There are many food brokers and wholesale suppliers of all food items located here. Stocking levels are high and replenishment time short.

IX. TRANSPORTATION

Anchorage can be reached by air, water and road. Anchorage International Airport provides countless flights daily to several points in the lower 48 states as well as many overseas flights. Rail service is available to Seward on the Kenai Peninsula, Whittier on Prince William Sound and inland to Fairbanks. The area is connected by highway to Fairbanks, Seward, Homer, and the lower 48 states via Canada. Access to the Alaska Marine Highway System can be made in Whittier, Seward or Homer, depending on the desired route. In addition, Elmendorf Air Force Base has many Military Airlift Command flights to locations in the lower 48 states, overseas and within Alaska.

Anchorage International Airport offers full service facilities from control tower services to aircraft maintenance. Two runways, both greater than 10,000 feet in length, are capable of handling any type of aircraft. Merrill Field, a general aviation airport, is located near downtown Anchorage. Complete services for small aircraft are also available at this airport.

X. INDUSTRIAL SUPPORT

Ship repair facilities in Anchorage are limited but do have expertise in welding, rigging, machining, pipefitting, electrical, marine engine repair, sandblasting and painting. There is not a drydock facility in the area. There are six major crane companies in Anchorage that can supply all types and sizes of cranes as needed. The Port of Anchorage has portable cranes up to 150 tons, dockside gantry cranes to 40 tons and container cranes to 40 tons. There are several hundred people employed in the boat repair industry and more available if the need exists.

XI. UTILITIES

Utilities are provided by the Municipality of Anchorage. Electric power is generated by a combination of diesel, natural gas and steam turbine totalling 299,300 KW. Current peak demand is estimated at 143,000 KW. Residential electric service is billed at $4.50 per month plus 6.23 cents per KWh. Large commercial service is provided at $292 per month plus 3.43 cents per KWh plus a demand charge of $8.52 per KW.

Potable water and sewer service is also provided by the Municipality. The residential water rate for the Anchorage Bowl area is a flat charge of $13.60 per month while sewer service is provided at a flat charge of $15.60 per month. The charge for large commercial customers is a negotiated fee.

XII. PERSONNEL SUPPORT

Housing in Anchorage at this time is extremely competitive due to an estimated vacancy rate of 32%. Rental rates range from $295 per month for an efficiency/one bedroom to a high of $795 for a four bedroom home. Sale prices of two bedroom units begin at $73,000 and range up to $124,000 for the average four bedroom home. Although these figures represent the average costs of housing, it should be noted that many properties are currently available at lower costs.

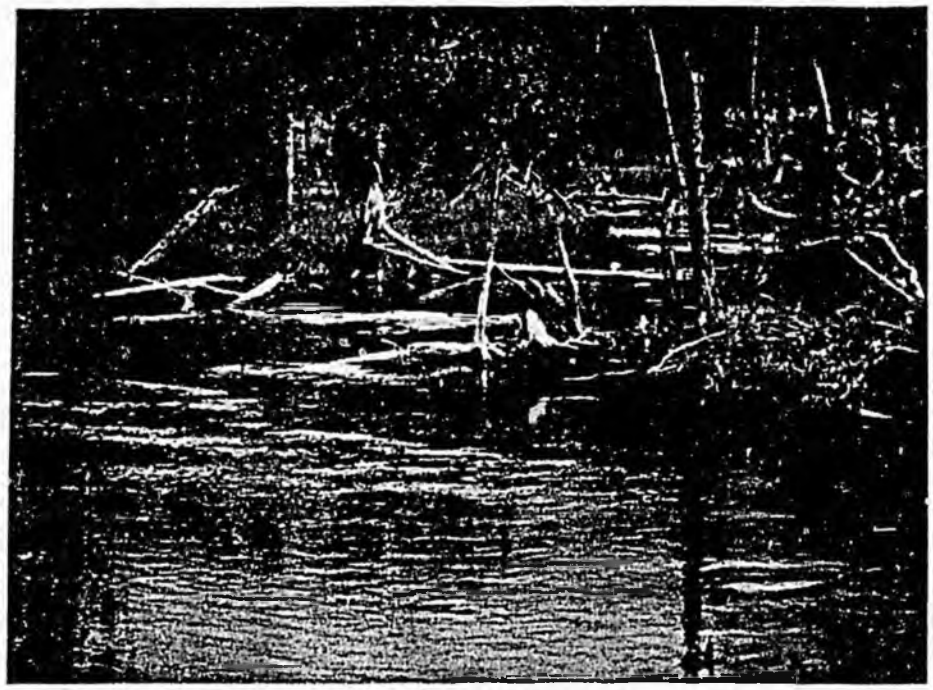
The Anchorage School District provides public education in the area with many fine facilities. The current elementary enrollment district-wide is 24,381 while secondary enrollment is 19,274. Any growth in enrollment due to Navy home basing can be easily absorbed into the system. In addition to traditional classroom education, the district offers a host of special programs to deal with various disabilities and handicaps.

Anchorage is home to two four year colleges; the University of Alaska Anchorage and Alaska Pacific University. Both institutions offer undergraduate and graduate degrees in many fields.

Anchorage has an excellent library system. The Lousac Library is the main facility serving nine branches. In addition to a large audio-visual department, the system has over 475,000 volumes in the collection.

Health care in Anchorage is provided by 460 private practice physicians and two hospitals with 541 beds. Full laboratory services are available as are speciality services such as physical therapy, radiology, etc. In addition to medical services provided in the private sector, there is

a full service military hospital located at Elmendorf Air Force Base.



The Anchorage community offers a full range of recreational facilities in both municipal and private organizations. Any activity imaginable can be found in the city, along with fishing, hiking, skiing, boating, hunting and kayaking in the surrounding area.

The cultural and social need of the residents are satisfied in many ways. The Anchorage Arts Council sponsors many events, soon to be performed in the new Anchorage Performing Arts Center. Most social and service clubs are represented in the city but there are few if any private social clubs. In addition to civic organizations, the military structure in the Anchorage area provides many activities appealing to the military community.

Shopping in Anchorage is similar to that in any large city in the country. Within the city are six major shopping malls, and large supermarkets and department stores abound.

XIII. COMMUNITY IMPACTS

The Municipality and Port are on record indicating that Navy home basing will not have any negative impact on the community.

XIV. ENVIRONMENTAL ISSUES

Development in the Anchorage Bowl is extensive and for this reason, there is little likelihood that construction of a home base will have much impact on the natural environment. The impact on wildlife and bird populations is not likely, but must be monitored. Regardless of where a home base would be built, it can safely be said that construction would involve considerable dredging. Considering that dredging is done routinely in the area, additional dredging resulting from home basing should present no problem. There are no known sites of cultural or historic concern in the proposed development area. The Municipality of Anchorage has a Coastal Zone Management Plan in place and several environmental documents for other projects in the area are available.

XV. COMMUNITY SUPPORT

Community support for home basing in the Anchorage area appears to be very strong. There are several Navy proponent organizations active in the area and they are taking an active role in attempting to secure home basing for Anchorage. Media reaction to home basing has been positive.

Municipality of Anchorage

P.O. Box 196650
Anchorage, Alaska 99519-6650

Unified Home Rule Municipality

Phone: (907) 343-4431

INCORPORATION DATE:	September 1975
POPULATION:	248,263
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	8% Hotel/Motel Tax
ASSEMBLY MEETS:	Every Tuesday
MANAGER FORM OF GOV'T:	No

MAYOR: Tom Fink 1990

ASSEMBLY MEMBERS	
John Wood, P.O.	1989
Fred Dyson	1988
Heather Flynn	1989
Craig Campbell	1989
Bill Faulkner	1988
James Kubitz	1989
Kevin Parnell	1988
Brad Bradley	1988
Larry Baker	1989
Joe Evans	1988
James Barnett	1989

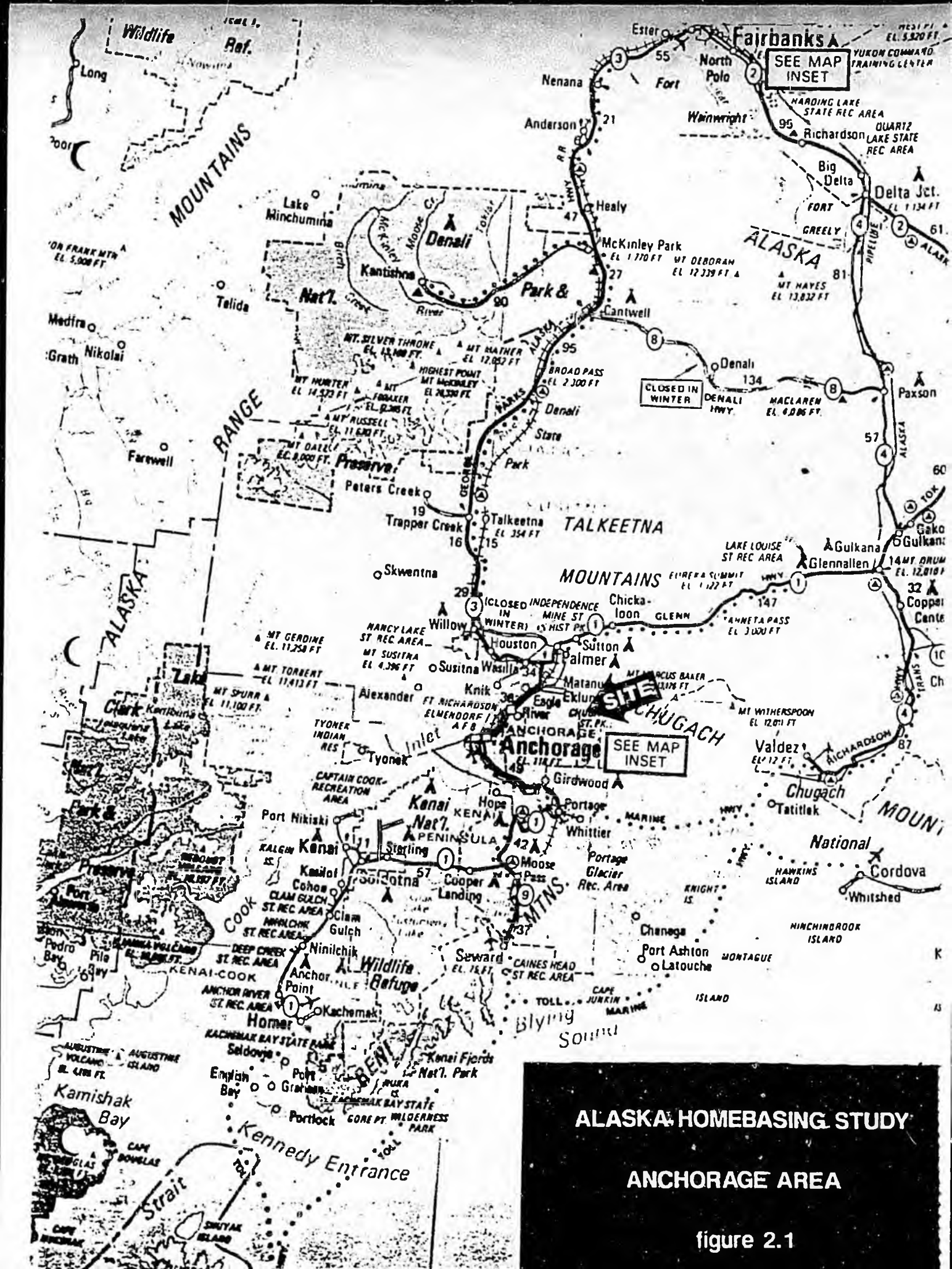
PLANNING/ZONING COMMISSION	
Scott Fleming, Chair	1990
Daphne Brown	1990
Tom Henry	1988
Alicia Iden	1988
Paul Carr	1988
Toni Jones	1990
Brooke Harston	1989
Virginia McKinney	1989
Dale Merrell	1989

SCHOOL BOARD MEMBERS	
Martha Roderick, PO	1988
Bettye Davis	1988
Darryl Jordan	1989
Jim Robinson	1989
Carol Stolpe	1990
Jean Buchanan	1990
William Frick	1990

MUNICIPALLY OWNED UTILITIES: Water, Electricity, Airport, Refuse Collection, Telephone, Port, Sewer

BOROUGH POWERS: Areawide: Animal Control, Taxation, Education, Fireworks Control, Health & Environmental Protection, Library, Mass Transit, Planning, Platting & Zoning, Taxi & Limousine Regulation, Use of Rights-of-Way, Parking, Civic Centers, Sewers and Sewer Treatment Facilities
Non-Areawide: Building Safety
Service Areas: Fire, Parks & Recreation, Roads & Drainage, Police

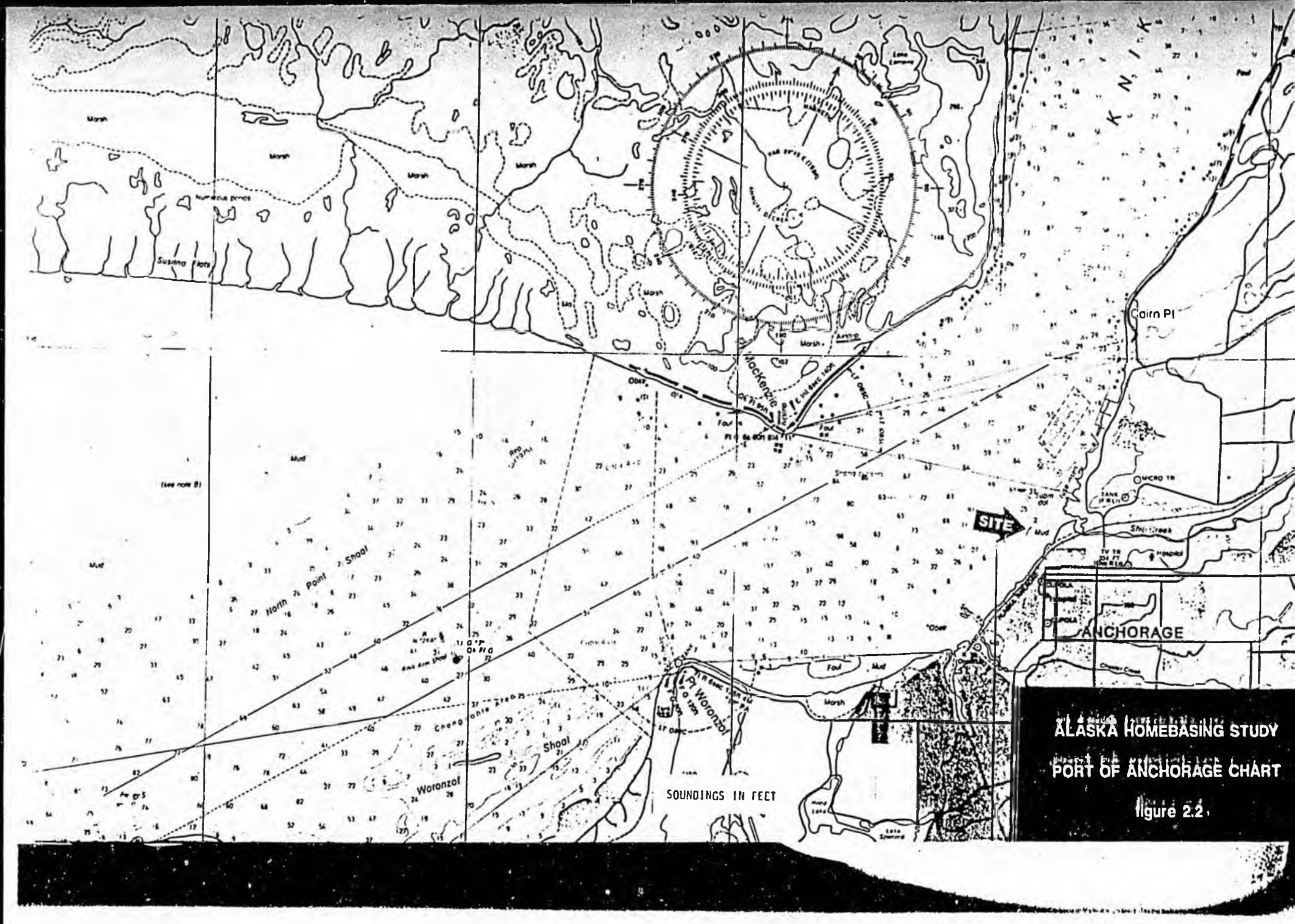
AIRPORT MANAGER.....Joe Fouts
ASSESSOR.....Phil Weber
ATTORNEY.....Jerry Wertzbaugher
CIVIL DEFENSE DIRECTOR.....Jack Cervantes
CLERK.....Ruby Veldkamp
COMPTROLLER.....Barbara Willows
ENGINEER.....David Norton
FINANCE DIRECTOR.....Barbara Steckel
FIRE CHIEF.....Ross Fossberg
HEALTH OFFICER.....Rodman Wilson, M.D.
LIBRARIAN.....Keith Revelle
MANAGER (Acting).....John Franklin
PARKS & RECREATION DIRECTOR.....Bob Robertson
PLANNING DIRECTOR.....Bill Luria
POLICE CHIEF.....Ron Otte
PORT DIRECTOR.....Tyler Jones
PUBLIC UTILITY MANAGER.....Gordon Zerbetz
PUBLIC WORKS DIRECTOR.....Will Abbott
PURCHASING OFFICER.....Ted Chenier
SUPERINTENDENT OF SCHOOLS.....Bill Coats
TREASURER.....Ellen Braden
WATER/SEWER SUPERINTENDENT.....Jean Ruppert



ALASKA HOMEBASING STUDY

ANCHORAGE AREA

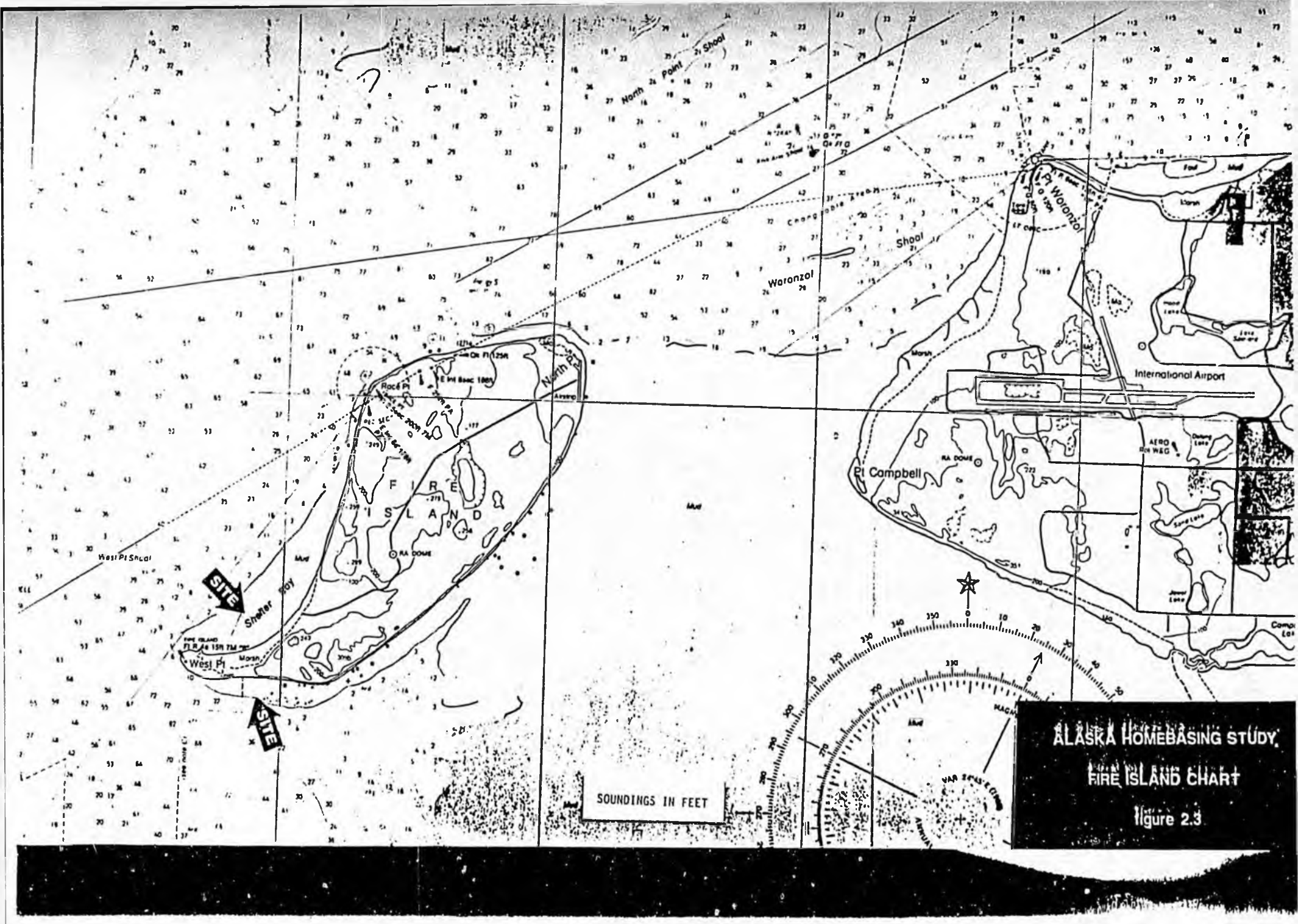
figure 2.1



ALASKA HOMEBASING STUDY

PORT OF ANCHORAGE CHART

figure 2.2



ALASKA HOMEBASING STUDY
FIRE ISLAND CHART
Figure 2.3

CORDOVA

Cordova is located on Orca Inlet in Prince William Sound, 150 air miles southeast of Anchorage and 1,295 air miles northwest of Seattle. There are no connecting roads outside the area, therefore, travel to and from Cordova is by air or water.

I. POPULATION

Cordova is a small fishing community with an estimated population of 2,520. City officials predict that the population will increase approximately 1 percent each year through the year 2000. Annexation of the adjacent road connected areas, which is in the planning stage at this time, will boost city population by about 450 persons.

II. CLIMATOLOGY

Cordova is sheltered from the Gulf of Alaska by several islands, the effect of which is to moderate the climate. The marine climate here is characterized by mild winters and cool, wet summers. The warmest month is August when temperatures average 61 degrees; the coldest month is January with an average temperature of 23 degrees. Cordova experiences heavy year round precipitation with average rainfall measuring 168 inches in the city and 81 inches at the airport on the other side of Mount Eyak and Mount Eccles. Snow loading during winter is exceptionally high since the water content of the snow exceeds that of any other location in the state.

III. HARBOR CHARACTERISTICS

Cordova is located 70 miles from open ocean via Orca Channel and Nelson Bay, through Orca Bay and then into Prince William Sound. Orca Inlet suffers from silting and for the most part averages between -10 feet MLLW and -20 feet MLLW. Extensive start-up dredging would be required in order for the Navy to home base large ships in Cordova. Additionally, Orca Inlet is typically 1/4 mile wide so navigation by large vessels is somewhat constrained. Currents in Orca Inlet average 2 to 3 knots while in Orca Bay the current averages 5 to 6 knots. There are no overhead obstructions in the approach to Cordova, however a number of rock and sand/silt bars exist. Only the rocks are marked by buoys. There is no ice build-up in navigable waters in the Cordova area. Winds in the area are normally less than 5 mph.

IV. PORT SERVICES

Port services for larger vessels do not exist in Cordova, a small town oriented to the commercial fishing industry. There are no available tug boats, lighters or passenger vessels.

V. EXISTING WATERFRONT FACILITIES

Existing waterfront facilities are limited to the Ocean Dock and City Dock. Ocean Dock is a 408 foot by 70 foot reinforced concrete pier with steel piles in good condition. The pier load limit is 650 psf. The deck height is +22 feet MLLW and depth alongside is -25 feet MLLW. City Dock is a 300 foot by 30 foot wooden pier with wood piles in average condition. The deck height is +20.5 feet MLLW and depth alongside is -22 feet MLLW. The pier load limit is unknown.

VI. EXISTING ONSHORE FACILITIES

Existing onshore facilities for Navy home basing use are not available in Cordova. With the city built on the shoreline at the base of Mount Eyak and Mount Eccles, there are virtually no uplands except those created by rock fill. All waterfront structures are in use by the fishing fleet and fish processing operations.

The only proposed construction site for a Navy home base is at Shepard Point, located some 8 miles north of town. The area is owned by the Eyak Corporation, a native corporation created by the 1971 Alaska Native Claims Settlement Act. Eyak Corporation has expressed a desire to work with the Navy in developing Shepard Point. Although minimum water depth at Shepard Point is -40 feet MLLW, the adjacent uplands are solid rock hills beginning at water's edge. This condition exists from the end of the road some 5 miles away. Construction of an access road and base facility would require extensive blasting of solid rock hills.

VII. SEISMIC FACTORS

Cordova, like the rest of Alaska, is seismically active. The area is affected by the Chugach-St. Elias, Fairweather and Dinali faults. As a result of plate subduction during the 1964 Alaska earthquate, the entire Cordova area was raised 6 feet. In addition to earthquakes, Cordova is subject to sea waves or tsunamis as demonstrated by the 7 meter wave resulting from the 1964 earthquake. The waterfront area suffered extensive damage from this wave.

VIII. LOGISTIC SUPPORT

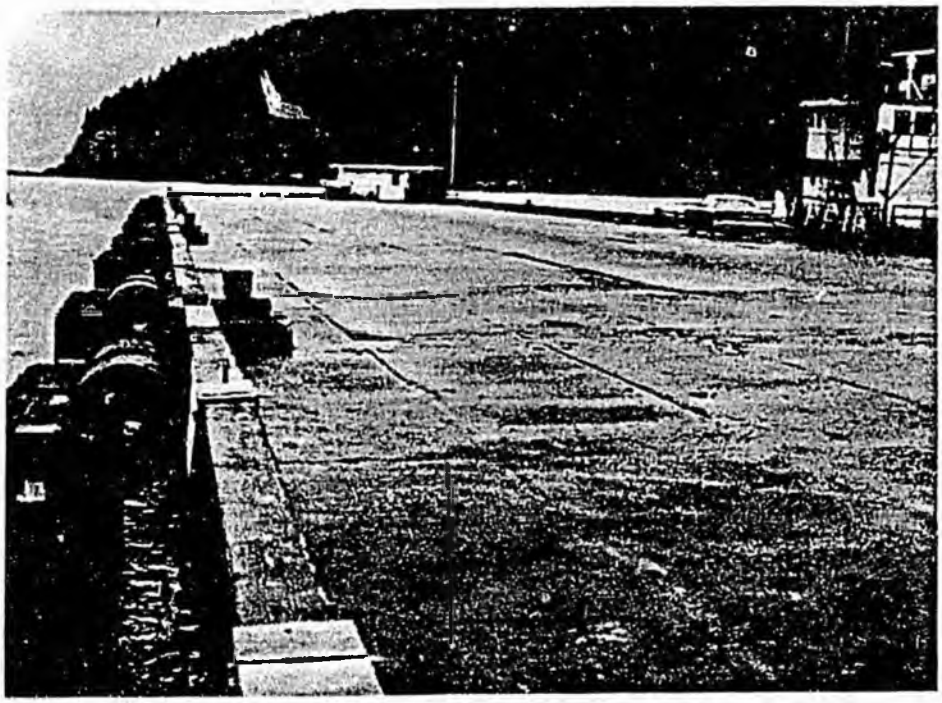
Logistic support for a Navy operation in Cordova is limited, as would be expected in any small town. Supplies and materials are barged to Cordova from Seattle regularly, but in limited quantities.

Storage capacity of diesel oil is limited to 500,000 gallons. Delivery to the Ocean Dock is by a 2 inch pipeline at a delivery rate of 6,000 gallons per hour. Jet fuel storage is limited to 117,000 gallons with delivery by tank truck at 100 gallons per minute. Aviation gasoline (storage capacity of 50,000 gallons) is delivered by truck at 50 gallons per minute. Oily wastes and hazardous wastes are placed in drums and barged away for disposal.

Provisioning of Navy ships and shore support facilities would need to be done by the Navy as there are no wholesalers in Cordova at this time capable of providing such support. The same is true for ship parts support; local marine supply houses are small and stocked to meet the needs of the the fishing fleet.

IX.

TRANSPORTATION



Transportation to and from Cordova is by air or ferry as there are no roads connecting the area to other communities.

The Cordova Airport is an impressive facility for such a small community. The runway is 7,500 long, paved and in good condition. Twice daily service to Anchorage and Juneau is provided by Alaska Airlines, and Wilber's Airline provides daily service to Anchorage via other communities in the Prince William Sound area.

The Alaska Marine Highway System provides passenger and vehicle service to Whittier, Valdez, Seward, Kodiak and Homer. Generally, the service is weekly to most ports, however, during winter months it is suspended to some areas.

X. INDUSTRIAL SUPPORT

Limited industrial support for marine related operations is available from two welding shops in Cordova. There is no drydock facility nor other dedicated repair facility. There is one 140 ton P & H wheeled crane, one 15 ton boom crane and one 8 ton boom crane.

XI. UTILITIES

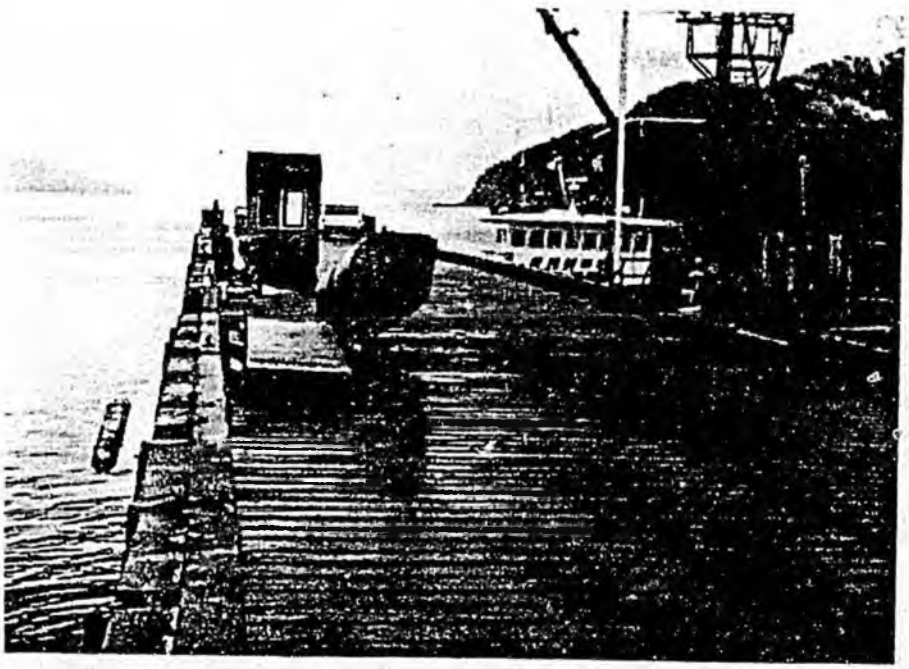
Except for electricity, utilities in the area are provided by the City of Cordova.

The Cordova Electric Cooperative, Inc. supplies electricity to the area. Total current capacity is 10,800 KW, however, construction is underway on the Humpback Creek hydroelectric plant and plans call for the construction of two more hydroelectric plants in the near future. Once these plants are on line total capacity will be 20,000 to 26,000 KW. Residential and commercial rates are the same except for a demand rate of $6.00 per KWh per month for commercial customers. Current rates are $18 per month plus 16 cents per KWh for the first 1,000 KWh, 14 cents per KWh for the next 19,000 KWh and 12 cents for each additional KWh. Average monthly residential electric bills are $66. Although residential electricity consumption should result in a much higher monthly bill, the first 750 KWh are subsidized by the State of Alaska Power Cost Equalization Program. The current peak load on the electric system is 4,500 KW.

Potable water is provided by creeks, lakes and catchment basins via the new Eyak Lake water treatment plant, which has a current capacity of 2 million gallons per day. Distribution is made throughout the area. Sewage collection and treatment is a critical issue in Cordova. The existing treatment plant has a capacity of

700,000 gallons per day and is routinely overloaded. Collection and treatment is very important in Cordova since soil conditions make septic systems marginal at best. Plans are underway to expand the treatment plant, but until additional capacity is available, new customers will only exacerbate the problem.

Solid waste is collected by a contractor and disposed of by the city by means of a baler operation. The existing landfill has an estimated life of 5 years. Negotiations are underway to obtain a new landfill site which will serve well into the future.



XII. PERSONNEL SUPPORT

Housing in Cordova seems to be a problem for current residents, not to mention an influx of new residents. There are no real estate agents in Cordova with whom the team could consult, but conversations with city officials and local business leaders indicate that sale of a property is immediate when it becomes known that it's available. The rental market is handled in a similar manner so it was impossible to determine the vacancy rate, however, indications are that thereare no vacancies. A search of the weekly newspaper classified advertisements during the team visit listed only rooms, no apartments or houses.

The Cordova School System operates an elementary school (grades K-6) and a high school (grades 7-12). The elementary school is in a building constructed in 1955. The school is maintained in good condition and provides a good educational environment, however, the site is severely constrained and does not offer much in outdoor play area. The City of Cordova Draft Comprehensive Development Plan of January 1988 describes the play areas as "inadequate in meeting the physical education requirements of the students". The high school, built in 1967, is an excellent facility offering a wide range of student services. In addition to high school classes, the system offers an extensive program of adult education services which are well attended.

The health care needs of Cordova are provided by three resident physicians and a new hospital dedicated in 1986. The hospital has 13 acute care beds, 10 long-term beds and full laboratory, radiology and physical therapy services. The Cordova Department of Public Safety operates an emergency medical system in conjunction with the hospital. Most specialized services require travel to Anchorage.

Recreation in Cordova is important due to the isolated nature of the community. Indoor sports, including basketball, swimming and other gymnasium activities, are available at both city and school district facilities. Outdoor activities range from ice skating to skiing, hunting, hiking and camping. There are several parks in the Cordova area including tot lots, general playgrounds, and picnicking. Nirvana Park, on the north shore of Eyak

Lake, provides a variety of outdoor activities. The park, founded by Herman Feldman in the 1920's and his resting place today, is the most popular. Next to the park is a small historic graveyard where many early settlers were put to rest. The most famous among these is one Tillie Le Roi, an early Cordova madam known as the "Mucker's Dream".

Cultural activities in Cordova are centered around the library and museum. The library offers a variety of programs for children and adults. The library collection numbers 14,000 volumes and a selection of audio-visual materials. The museum features native artifacts and historical memorabilia. Community support for the library and museum is high. Several fraternal organizations, including the Elks, Moose, Alaska Pioneers and Masons and their auxiliaries, provide cultural events for the residents.

XIII. COMMUNITY IMPACTS

Considering the size of Cordova, it can be expected that a Navy home basing initiative would have a great impact on the community. On the plus side, an expanded economic base with a diversity in "industry" would benefit the community. On the negative side, a sudden influx of population nearing 50% (assuming two Navy ships and dependents) would severely tax the limits of city services. The impact on wastewater treatment from additional housing requirements alone could disrupt city budgeting and have an adverse impact on the environment.

The impacts on Cordova could be overcome with proper planning and funding, but the lifestyle of the community would be forever changed.

XIV. ENVIRONMENTAL ISSUES

Natural environment concerns in Cordova are not dissimilar from those in other parts of Alaska. Bald eagles, both nesting pairs and seasonal populations, trumpeter swans and various protected marine mammals frequent the area. There are numerous archaeological and historic sites scattered throughout Cordova, including two state registered historic sites in the area recommended for Navy development at Shepard Point. The City of Cordova has implemented a Coastal Zone Management Plan and there are numerous environmental documents prepared for other projects which could be applicable to Navy home basing.

XV. COMMUNITY SUPPORT

Community support for Navy home basing is difficult to assess. The local newspaper has not commented, there are no local television stations, and local radio has appeared to remain silent on the issue. Discussions with local officials and businessmen were cordial but unenthusiastic. On several occasions a comment to the effect that "we are a small fishing community and like it that way" was heard.

Cordova

P.O. Box 1210
Cordova, Alaska 99574

Home Rule City

Phone: (907) 424-6200

INCORPORATION DATE:	July 8, 1909
POPULATION:	2,585
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	4%
CITY COUNCIL MEETS:	First & third Mondays
MANAGER FORM OF GOV'T:	Yes

MAYOR: Erling T. Johansen 1989

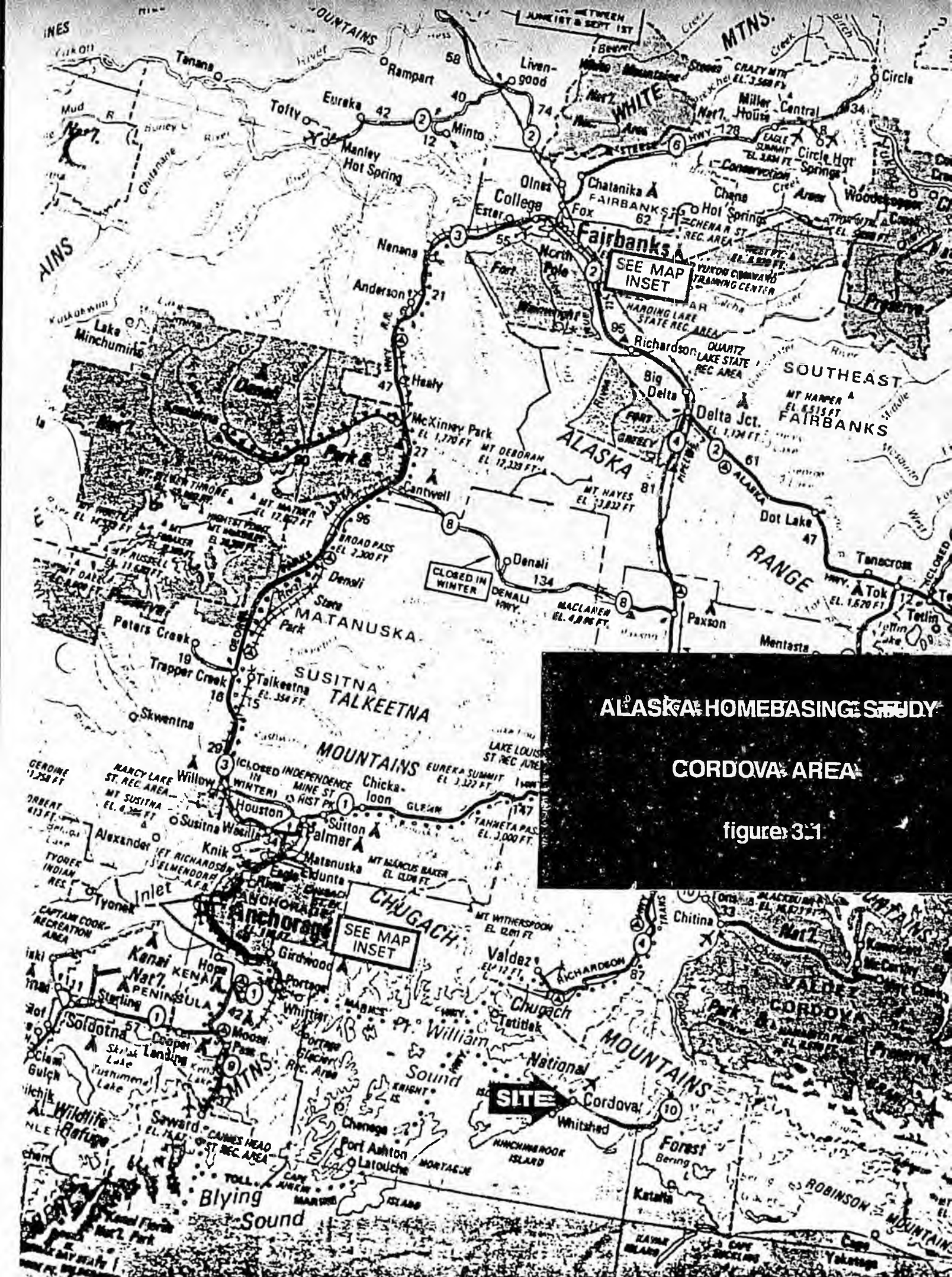
CITY COUNCIL MEMBERS	
Dave Rawlins	1989
Michael Anderson	1989
Dick Borer	1988
Don Narrance	1988
Meera Kohler	1990
Robert (R.J.) Kopchak	1990

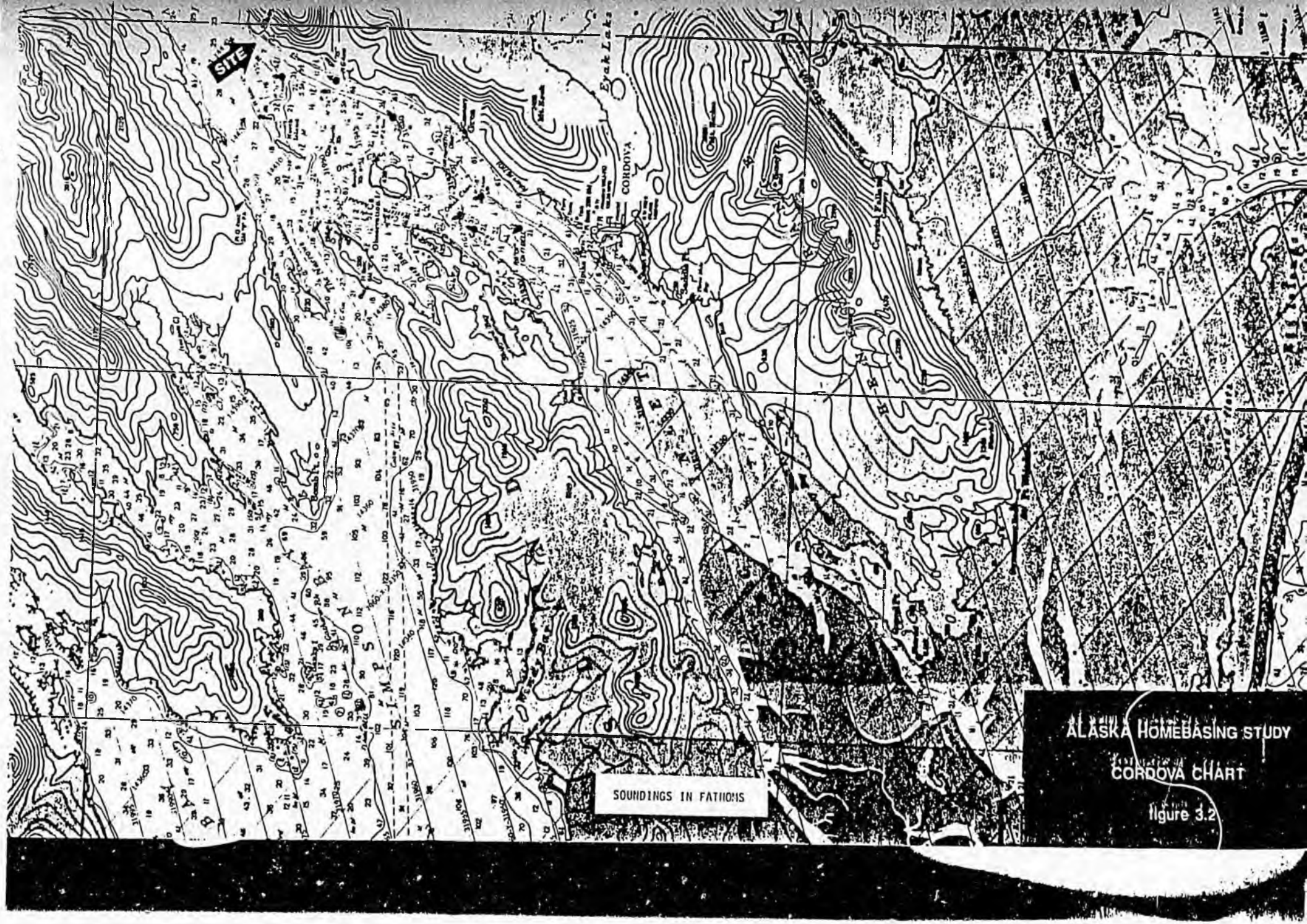
SCHOOL BOARD	
Alvin B. Fulton, Pres.	1988
Dewey G. Whetsell	1990
Kathy Irvine	1989
Rosemarie Flynn	1990
Patricia Guse	1988

PLANNING/ZONING COMMISSION	
Travis Yarbrough, Chair	1989
Alison Nelson	1989
Glen Criner	1989
Jim Cunningham	1988

MUNICIPALLY OWNED UTILITIES
Water, Sewer, Hospital Port, Refust Collection, Harbor, Police, Fire and Ambulance

ADMINISTRATOR/CITY MANAGER	Donald L. Moore
ATTORNEY	Jensen, Harris & Roth
CLERK	D. Lynda Plant
COMPTROLLER	Jack P. Ference
FIRE CHIEF	Dewey Whetsell
FINANCE DIRECTOR/TREASURER	Jack P. Ference
HOSPITAL ADMINISTRATOR	Edward Zeine
LIBRARIAN	Corrine Erickson
PLANNING DIRECTOR	David Dengel
POLICE CHIEF/CIVIL DEFENSE DIRECTOR	Donald P. Yerrick
PUBLIC WORKS DIRECTOR	David Dengel
SUPERINTENDENT OF SCHOOLS	William Fairall
WATER/SEWER SUPERINTENDENT	Mac MacMaster


ALASKA HOMEBASING STUDY
CORDOVA AREA
figure 3-1
SITE
SEE MAP INSET
SEE MAP INSET
CLOSED IN WINTER
Fairbanks
Anchorage
Richardson
Eielson
Elmendorf
Wainwright
Fort Greely
Fort Wainwright
Fort Richardson
Delta Jct.
Big Delta
Tok
Tanacross
Dot Lake
Tetlin
Paxson
Cantwell
Denali
Healy
McKinley Park
Anderson
Nenana
Minto
Manley Hot Spring
Tanana
Rampart
Livengood
Tofty
Eureka
Circle
Circle Hot Springs
Chatanika
Olnes
College
Ester
Fox
North Pole
Hot Springs
Chena
Woodchopper
Miller House
Central
Lake Minchumina
Peters Creek
Trapper Creek
Talkeetna
Skwentna
Willow
Houston
Susitna Wasilla
Sutton
Palmer
Matanuska
Eagle
Eklutna
Knik
Alexander
Tyonek
Girdwood
Hope
Kenai
Sterling
Soldotna
Cooper Landing
Moose Pass
Portage
Whittier
Seward
Blying Sound
Port Ashton
Latouche
Cordova
Whitshed
Valdez
Chitina
Chugach
Tatitlek
Katalla
Yakataga
Dot Lake
Mentasta
Tetlin
Alaska Range
Chugach Mountains
Wrangell Mountains
Talkeetna Mountains
Susitna Mountains
Matanuska Mountains
White Mountains
Yukon Flats
Tanana Flats
Kenai Peninsula
Prince William Sound
Copper River
Delta River
Gerstle River
Tanana River
Chena River
Nenana River
Susitna River
Matanuska River
Chitina River
Klutina River
Gulkana River
Tazlina River
Lake Louise
Tanana
Fairbanks
Anchorage
Richardson
Eielson
Elmendorf
Wainwright
Fort Greely
Fort Wainwright
Fort Richardson
Delta Jct.
Big Delta
Tok
Tanacross
Dot Lake
Tetlin
Paxson
Cantwell
Denali
Healy
McKinley Park
Anderson
Nenana
Minto
Manley Hot Spring
Tanana
Rampart
Livengood
Tofty
Eureka
Circle
Circle Hot Springs
Chatanika
Olnes
College
Ester
Fox
North Pole
Hot Springs
Chena
Woodchopper
Miller House
Central
Lake Minchumina
Peters Creek
Trapper Creek
Talkeetna
Skwentna
Willow
Houston
Susitna Wasilla
Sutton
Palmer
Matanuska
Eagle
Eklutna
Knik
Alexander
Tyonek
Girdwood
Hope
Kenai
Sterling
Soldotna
Cooper Landing
Moose Pass
Portage
Whittier
Seward
Blying Sound
Port Ashton
Latouche
Cordova
Whitshed
Valdez
Chitina
Chugach
Tatitlek
Katalla
Yakataga
Dot Lake
Mentasta
Tetlin
Alaska Range
Chugach Mountains
Wrangell Mountains
Talkeetna Mountains
Susitna Mountains
Matanuska Mountains
White Mountains
Yukon Flats
Tanana Flats
Kenai Peninsula
Prince William Sound
Copper River
Delta River
Gerstle River
Tanana River
Chena River
Nenana River
Susitna River
Matanuska River
Chitina River
Klutina River
Gulkana River
Tazlina River
Lake Louise


SITE
CORDOVA
SOUNDINGS IN FATHOMS
ALASKA HOMEBASING STUDY
CORDOVA CHART
figure 3.2

HOMER

The City of Homer is located on the extreme southwestern tip of the Kenai Peninsula, 226 highway miles or 40 minutes by jet aircraft southwest of Anchorage.

I. POPULATION

Homer has an estimated population of 4,100 within the city limits and 4,600 in the surrounding area. New development is generally to the northeast up Kachemak Bay.

II. CLIMATOLOGY

Although considerably further north than the cities of Southeast Alaska, Homer's weather more closely resembles the weather of that region than what is expected. The climate of Homer is described by the U.S. Weather Bureau as marine with mild winters and moderate summers. The warmest summer month is July when temperatures range from 45 degrees to 61 degrees. Winter's coldest month is February when temperatures range from 17 degrees to 31 degrees. Precipitation in Homer averages 28 inches with a snowfall average of 56 inches.

III. HARBOR CHARACTERISTICS

Homer is approximately 35 miles from the open water of the Gulf of Alaska via Kachemak Bay and Cook Inlet. Extreme tidal ranges in Homer are +23.2 feet and -5.5 feet. The average tide range is 18 feet. The water depth in Kachemak Bay in the area of the Homer Spit averages -68 feet MLLW; within 1/4 mile of shore the shallowest spot is -125 feet. From this point to the Gulf of Alaska the depth averages -200 feet MLLW. The channel area near the Spit is 2 miles wide and then opens to at least 10 miles. There are no overhead or navigation obstructions between Homer and the open ocean. Since the 1964 Alaska Earthquake there has not been any ice formation in the Homer area. Prior to that time ice built up to 10 inches thick for 2 to 3 months each year. It is suspected that ice no longer forms in the area because of deeper water caused by subsidance of the area as a result of the earthquake. The Homer Spit waterfront sank 6 feet during the earthquake.

IV. PORT SERVICES

Port services are generally not available in Homer since there is not an existing need. The port serves the fishing fleet
and container ships from the Spit area. The current users of the port are self sufficient.

V. EXISTING WATERFRONT FACILITIES

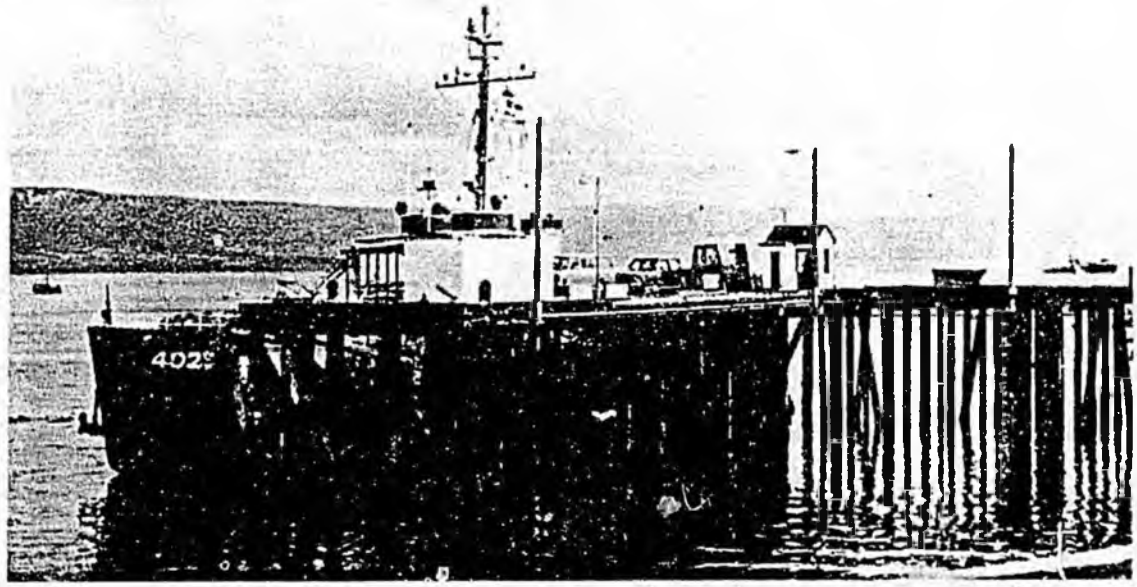
Homer currently has one wooden pier 400 feet by 60 feet in average condition. Most of the pilings are in fair condition, however, some need replacement. The deck height is +30 feet MLLW and water depth alongside is -30 feet MLLW.

The Port of Homer has initiated a design for a new pier which will to be 400 feet by 40 feet on concrete filled hollow steel piles with a load limit of 400 PSF. The deck height will be +30 feet MLLW and depth alongside will be -40 feet MLLW. Maintenance dredging is not required anywhere in the port area. In addition to the new pier, Homer Spit has 150 acres of property potentially available for development.

It should be noted that the entire Homer Spit area lies within the 100 year flood plain.

VI. EXISTING ONSHORE FACILITIES

The port area is currently used by commercial fishing boats, seafood processing plants and tourist activities. There are no existing facilities which could be employed by the Navy for home basing.



VII. SEISMIC FACTORS

Homer is classified as seismic zone four per NAVFAC P-355, Seismic Design for Buildings. The area suffered significant damage from direct shaking in the 1964 Alaska Earthquake when the area subsided 5 to 6 feet and experienced severe sliding. Although Homer has been subjected to four significant earthquakes ranging in magnitude from 6.25 to 6.80 on the Richter Scale since the 1964 earthquake, no damage has been reported. These seismic events generated tsunami warnings but no waves.

VII. LOGISTIC SUPPORT

Logistic support in Homer is quite good with both barge service from Seattle and truck service from Anchorage. In addition to these services, Homer receives goods overland from the Port of Seward, some 173 miles distant, which is also served by rail from Anchorage.

Petroleum, oils and lubricants (POL) are readily available in Homer by way of a 3 inch pipeline or truck delivery. Diesel oil storage is 450,000 gallons, gasoline is 268,000 gallons, jet fuel is 139,000 gallons and aviation gas is 69,000 gallons. Lubrication products are available in 55 gallon drums.

There are several ship chandlers available for work on fishing vessels in Homer. They have sufficient stocks for commercial vessels up to 150 feet.

Warehouse storage space is limited in Homer, however, open laydown areas totaling 30 acres are available on the Spit. There are no commercial or cold storage units available on the Spit.

Provisioning of ships can be accomplished in Homer either by local sources or by truck from Anchorage where a variety of wholesalers are located.

IX. TRANSPORTATION

Travel to and from Homer is by road, air or water. The Sterling Highway runs in a northerly route through Kenai, Soldotna and on to Anchorage. The Alaska Marine Highway System provides ferry service to other areas of Southcentral Alaska on a scheduled basis. Air travel from Homer to other cities is frequent and reliable.

The Homer Airport has a 7,400 foot paved runway in good condition, a general aviation apron with lease lots, a new heavy aircraft apron and navigational aids to permit non-precision instrument operations.

X. INDUSTRIAL SUPPORT

There are no industrial support facilities capable of servicing Navy vessels in Homer. Several commercial firms perform repair work on fishing vessels up to 200 feet. There is no drydock facility in Homer. Crane support in the area consists of two mobile cranes, one 70 ton and one 100 ton.

XI. UTILITIES

Utility operations in the Homer area are a combination of city and cooperative association operation.

Electrical service is provided by the Homer Electric Association, Inc. (HEA). The HEA purchases electricity from the Chugach Electric Association Inc and Alaska Electric Generation and Transmission Cooperative for resale to local customers. The availability of power is virtually unlimited and any amount of additional demand can be accommodated. In addition to purchased electricity, HEA maintains a backup generation capability of 2,100 KW for emergency purposes. Future plans call for construction of a hydroelectric plant to lessen reliance on outside sources. Commercial electrical rates from HEA are $150 per month base charge plus 6.3 cents per KWh of consumption plus a demand charge of $6.00 per KW. Residential rates are $11 per month base charge plus 8.7 cents per KWH for the first 800 KWH, then 7.7 cents per KWH beyond 800.

Water and sewer service are provided by the City of Homer. Total capacity of the water system is 2 million gallons per day. All water is treated for purity. Service charges for water are based on the size of the supply line, but typically, a 3/4 inch residential line is $19.49 per month base charge plus $1.84 per 1,000 gallons used. Commercial rates for service on Homer Spit are very high, typically a 6 inch supply line is $2,444 per month base charge plus $1.84 per 1,000 gallons use. Sewage treatment capacity in the Homer system is 277,000 gallons per day. A new treatment plant with a capacity of 620,000 gallons per day is under design and will be constructed in 1989. Sewer rates in Homer are $3.17 per 1,000 gallons discharged into the system, based on useage of potable water.

XII. PERSONNEL SUPPORT

Although the housing vacancy rate in May, 1988 was 7.2% overall, this represented only 237 units ranging from efficiency units to three bedroom homes. The largest vacancy stock was in two bedroom units (148) while only 12 three bedroom units were vacant. Low rental stocks such as these portend high rents during times of rapid population growth.

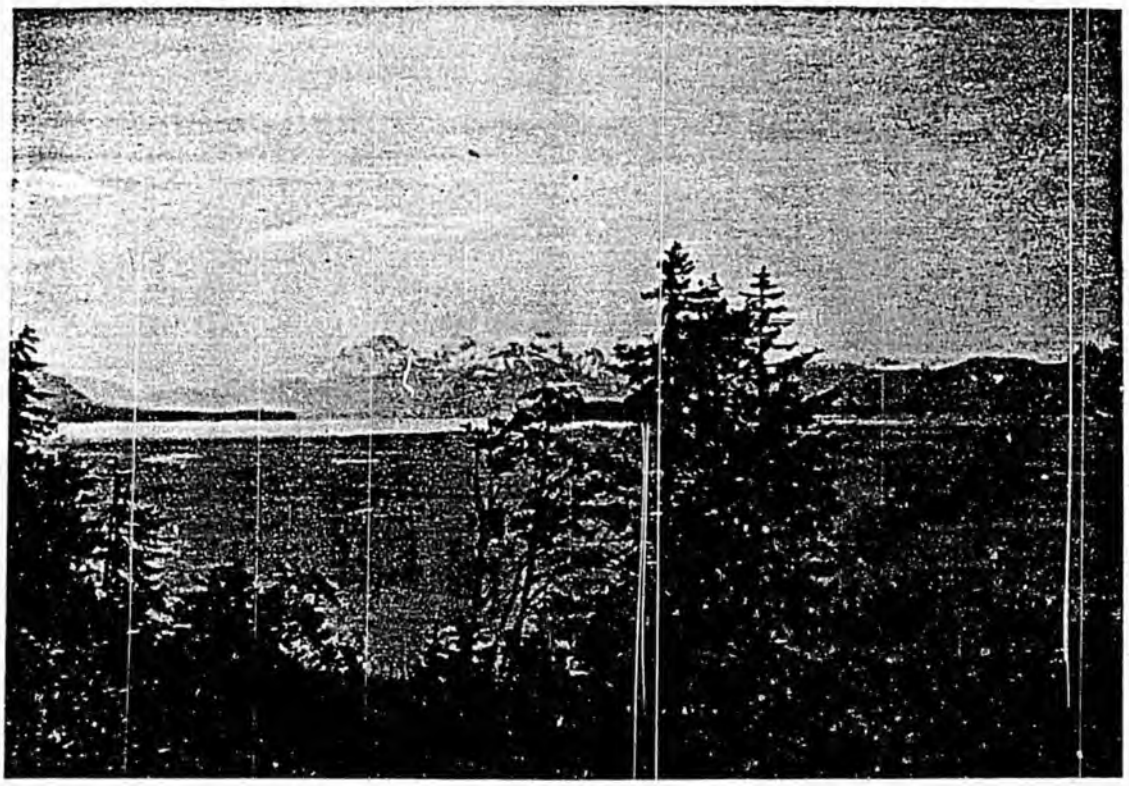
The Kenai Borough School District operates all schools in the Homer area. The schools are modern and well equipped; most are relatively new. There is excess capacity in the junior and senior high schools which can accommodate many more students than now housed, however, some elementary and intermediate schools are at or over capacity. The school district is in the process realigning school boundaries and providing portable units which will alleviate spot overcrowding.

The Kachemak Bay Branch, Kenai Peninsula College of the University of Alaska Anchorage serves the higher education needs of the community. The college offers associate degrees in business administration, office occupations and small business administration. Current enrollment is 486 and growing. The college encourages community input to form a curriculum which is responsive to the needs of the community.

Health care in theHomer community is provided by ten resident physicians, two chiropractic clinics, three dental offices, two optometrists and the South Peninsula Hospital, a 40 bed facility. Emergency medical transportation is provided by the Homer Volunteer Fire Department. The State of Alaska funds the Homer Health Center which provides public health nursing for tests and immunizations. The nearest major hospital is located in Anchorage.

The Homer community is well served by a host of public facilities which provide recreational facilities, cultural events

and upscale living amenities. For the outdoor recreation oriented, fishing couldn't be better and hunting opportunities abound. Those interested in more athletic sports will find tennis, hiking, basketball swimming and softball to their liking. For those interested in cultural happenings, Homer has long been known as the Artists



Capital o. Alaska. Many fine shops and galleries are found in Homer.

Shopping in Homer is quite extensive with two shopping centers, two major supermarkets and an array of independent retailers offering almost anything imaginable. For those desiring an expanded shopping horizon, Anchorage is only 4 to 5 hours away by car.

XIII. COMMUNITY IMPACTS

A Navy home basing initiative in Homer would be most noticeable in vehicular traffic. The Spit area is accessed by only one road which is heavily traveled, especially during summer months. The impact would also be felt by collector streets leading off Spit Road. Housing will be impacted to some extent, but with buildable land available it is reasonable to assume that private enterprize will step in to fill the need.

XIV. ENVIRONMENTAL ISSUES

Development of a Navy home base in Homer would take place on the Spit, a relatively undeveloped area. There are no known environmental problems or sites of cultural or historical significance which would be impacted.

The City of Homer does not have a Coastal Zone Management Plan in place at this time, therefore, State of Alaska Coastal Zone Management regulations apply to this area.

XV. COMMUNITY SUPPORT

Community support in Homer is difficult to assess. During a port visit by two Navy ships in May, 1988, the community turned-out in force to make the sailors feel welcome. At the same time, there is an anti-nuclear group sponsoring a "nuclear free zone" referendum on the ballot this fall. In the final analysis, it appears that the citizens of Homer are generally supportive of the Navy but are taking a wait and see attitude. Perhaps the true weather vane will be the nuclear free zone vote.

Homer

491 East Pioneer Avenue
Homer, Alaska 99603

First Class City

Phone: (907) 235-8121

INCORPORATION DATE:	March 31, 1964	
POPULATION:	4,020	
REGULAR ELECTION:	First Tuesday in October	
SALES TAX:	6%	
CITY COUNCIL MEETS:	Second and fourth Mondays	
MANAGER FORM OF GOV'T:	Yes	
MAYOR:	John P. Calhoun	1988

CITY COUNCIL MEMBERS

Donald Ronda	1990
Dennis Hanoski	1988
Daniel R. Calhoun	1989
John C. Kosch	1988
Mary Henry	1990
Bill Snyder	1989

PLANNING/ZONING COMMISSION

Bill Butler, Chair	1988
Leroy Gannaway	1990
Bob Wallace	1988
Chuck Jay	1989
Margaret Pate	1990
Walter Wray	1988
Mike Morris	1989

MUNICIPALLY OWNED UTILITIES
Water, Port

ATTORNEY	A. Robert Hahn, Jr.
CITY MANAGER	Phillip C. Shealy
CLERK	Patti J. Whalin
ENGINEER	Hugh Bevin
FINANCE DIRECTOR	Christopher Newby
LIBRARIAN	B.J. Mauseth
POLICE CHIEF	Michael L. Daugherty
PORT DIRECTOR	William Toskey
PUBLIC WORKS DIRECTOR	Michael Hobbs

Kenai Peninsula Borough

144 North Binkley Street
Soldotna, Alaska 99669

Second Class Borough

Phone: (907) 262-4441

INCORPORATION DATE:	January 1, 1964
POPULATION:	43,612
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	2%
ASSEMBLY MEETS:	First and third Tuesdays
MANAGER FORM OF GOV'T:	No

MAYOR: Don Gilman 1990

ASSEMBLY MEMBERS

Jonathan W. Sewall, P.O.	1989
Jack Brown	1990
David R. Carey	1989
John Crawford	1990
Betty Glick	1988
Mark Hodgins	1990
Brentley D. Keene	1988
Karen McGahan	1989
Sam McLane	1988
Sharon Moock	1990
Frank Mullen	1990
Phil Nash	1989
Patrick M. O'Connell	1989
Gail Phillips	1988
James W. Skogstad	1990
Marie Walli	1989

PLANNING/ZONING COMMISSION

Peter Ernst, Chair	1988
Phil Bryson	1989
Bill Butler	1988
Chuck Crabaugh	1990
Colleen Denbrock	1990
Susan Mumma	1988
Myron Mickey	1989
Keith Hursh	1990
James Brickey	1989
Chester Thorne	1990

SCHOOL BOARD MEMBERS

Joyce Fischer, Pres.	1988
Cliff Massie	1990
Marilyn Dimmick	1990
Mike Wiley	1990
Eric Weatherby	1988
Millie Martin	1989
Betty Obendorf	1989

BOROUGH POWERS

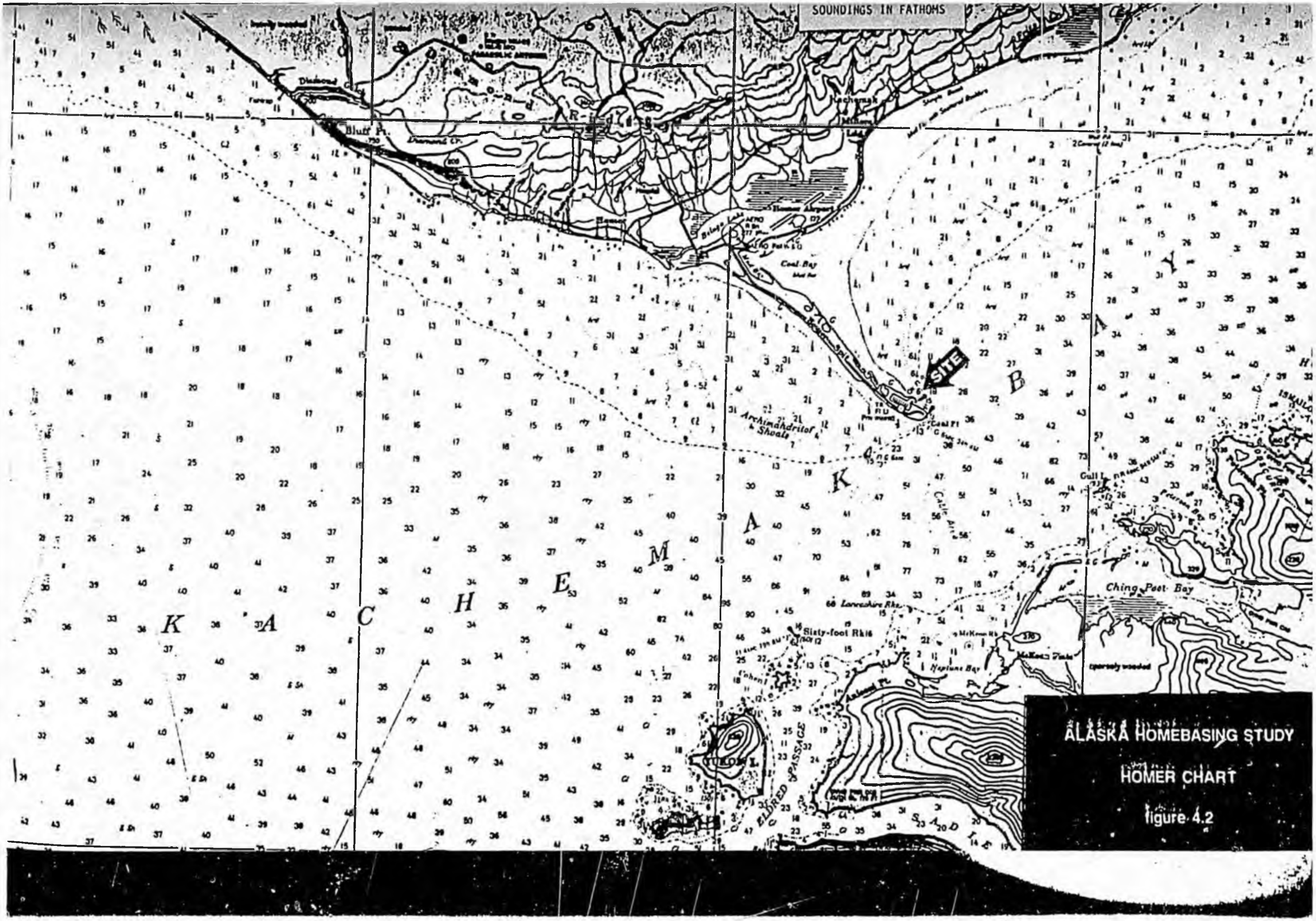
Areawide: Solid Waste Disposal
Assessing, Taxation, Schools
Non-Areawide: Port & Harbor
Service Areas: Fire Protection, Hospitals,
Ambulance, Recreation Facilities

ADMINISTRATOR	Don Gilman
ADMINISTRATIVE ASSISTANT	Marla Huss
ASSESSOR	Don Thomas
ATTORNEY	Tom Boedeker
CIVIL DEFENSE DIRECTOR	Robert Heavlin
CLERK	Joanne Brindley
COMPTROLLER	Ross Kinney
FINANCE DIRECTOR	Roy Barton
PERSONNEL DIRECTOR	Richard Campbell
PLANNING DIRECTOR	Kevin Fenner
PUBLIC WORKS DIRECTOR	Edward Hakert
SUPERINTENDENT OF SCHOOLS	Dr. Fred Pomeroy
TREASURER	Larry Semmens

ALASKA HOMEBASING STUDY

HOMER AREA

figure 4.1



ALASKA HOMEBASING STUDY
HOMER CHART
figure 4.2

JUNEAU

The City of Juneau is located in the Alexander Archipelago on mainland southeastern Alaska along Gastineau Channel, approximately 900 air miles north of Seattle and 650 air miles south of Anchorage. Travel to Juneau is either by air or water as there are no roads connecting to other areas.

I. POPULATION

The City-Borough of Juneau has a metropolitan population of 29,370. Downtown Juneau is primarily business oriented with some residential areas, however, the main residential developments are on Douglas Island across Gastineau Channel, the Mendenhall Valley area to the north of downtown, and Auke Bay further to the north.

II. CLIMATOLOGY

Juneau's weather is characterized by mild summers and winters. Average summer temperatures range from 47 to 63 degrees while winter temperatures range from 25 to 35 degrees. Precipitation in Juneau averages 91 inches (including 94 inches of snow). As with other areas of Alaska, Juneau experiences extremes in hours of daylight. The longest day, June 21, provides 18 hours and 18 minutes of daylight while the shortest day, December 21, offers only 6 hours and 21 minutes of daylight. Typical visibility in the Juneau area is 7 miles. Severely restricted visibility (1/4 mile or less) occurred on 15 days during 1987. Windspeeds average from 6.5 mph in summer to 11.2 mph in winter; the highest recorded windspeed (58 mph) occurred in November, 1958.

III. HARBOR CHARACTERISTICS

Juneau harbor is easily accessible via three routes from the open ocean. The first is through Stephens Passage, Saginaw Channel and Lynn Channel, Icy Strait and Cross Sound, a route of 85 miles. The second is via Stephens Passage to Brothers Island, Frederick Sound and Chatham Strait for a total transit from open ocean of 148 miles. The third approach to Juneau is through Stephens Passage, Saginaw Channel, Lynn Channel and Chatham Strait for a total of 132 miles. Minimum water depth along any of the approaches is -78' MLLW, found in Gastineau Channel. The various approaches vary in width from 1/2 to 2 miles.

Tides in Gastineau Channel range from a maximum high of +21'
to a minimum low of -4.3' with a normal range of 13.8'. Currents through the channel are typically 3 knots. Juneau harbor is ice free year round, however, icebergs occasionally slip into the channel. There are no navigation obstructions in route from open ocean or within Gastineau Channel; all islands are charted and identified with buoys. The only overhead obstruction in the channel is the Douglas Island bridge, which is located northeast of the harbor area and therefore has no effect on ship traffic.

The harbor area is subject to seiches up to 5 feet, however the west side Douglas is free of seiches.

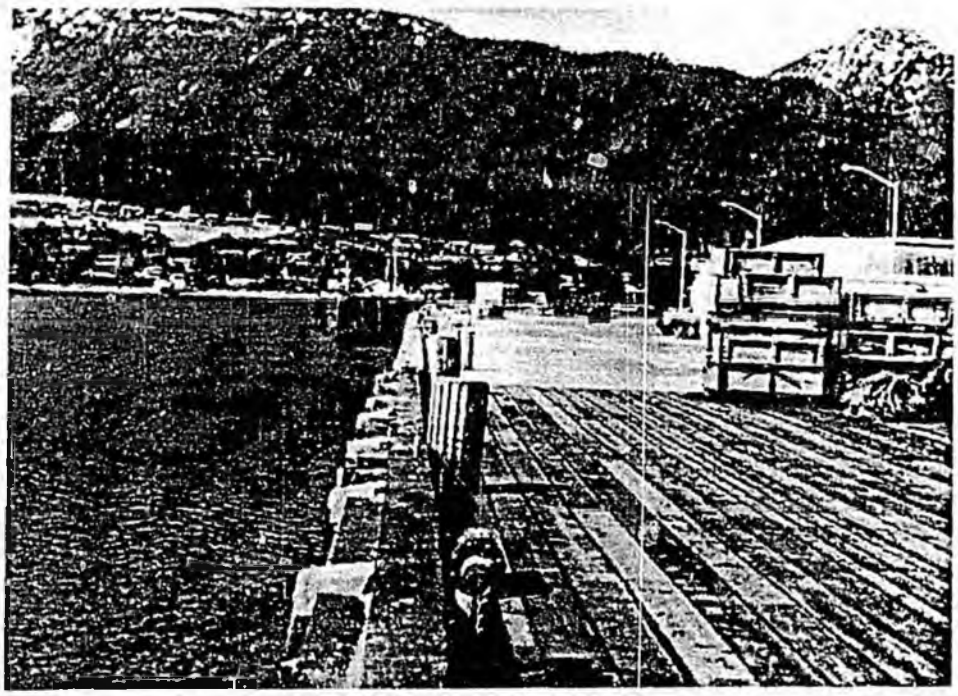
IV. PORT SERVICES

Commercial tug boat service is readily available in Juneau from two firms. Lighters for fuel, rubbish and sewage are also available, however, potable water is available only at the pier. Waterborne passenger service is not available within Juneau harbor but passenger service between communities is provided by the Alaska Marine Highway System.

V. EXISTING WATERFRONT FACILITIES

Juneau has 24 piers/wharfs of various sizes for cargo handling, fueling, fishing and mooring. Of the 24 existing piers, only three are large enough to accommodate Navy ships. The fuel pier and steamship pier are not

available for alternate uses, however, an agreement to use the Coast Guard pier could make that facility available for joint use. This pier is a 760' X 98' timber pile and deck facility with batter piles. Half of the pier is in good condition while the remaining half is in average condition. A small laydown area is adjacent to the pier. Water depth alongside ranges from -36' to -40' Mean Low Low Water (MLLW). The height of the pier deck is 24' above MLLW. The Coast Guard facility is located very near downtown Juneau, and as such, is constrained in further growth. Pierside facilities to support Navy ships would be extremely difficult if not impossible considering the available open space. Additionally, the compatibility of concurrent Navy and Coast Guard use would require further study. Navy use of the facility was not discussed with Coast Guard representatives.



VI. EXISTING ONSHORE FACILITIES

There are no existing facilities available for Navy use. Waterfront locations in Gastineau Channel southeast of the Douglas Island bridge are intensively used for commercial, fishing and cruise ship support as well as private marinas. In addition to waterfront facilities being unavailable, upland open space adjacent to the waterfront is also non-existant.

Although land is not available in Juneau proper, Douglas Island which is located across Gastineau Channel from Juneau, has vast open space, much of which is developable. The Goldbelt Corporation, a native corporation created by the 1971 Alaska Native Claims Settlement Act (ANCSA), owns large tracts of property on the island and has indicated a desire to make up to several hundred acres available for Navy use. Information provided by both Goldbelt and the City of Juneau indicates that this site provides sufficient uplands upon which to build support and waterfront facilities. Additionally, charts indicates that the site offers deep water close to shore, no shoals, and an evenly sloping bottom. The site is reasonably well protected from weather since the surrounding mountains deflect winds from most directions.

VII. SEISMIC FACTORS

Southeast Alaska lies within the Circum-Pacific seismic belt. Seismic activity, along with glaciation, has been the major force shaping present land forms. The nearest known active fault in the Juneau area is Fairweather Fault which lies 100 miles to the west off Baranof Island. Earthquake history in the Juneau area indicates manysmall events over the years, however, records show only 5 quakes of magnitude 6 or greater on the Richter Scale since 1927. Although a magnitude 6 earthquake is significant, it does not produce mass destruction in areas subject to modern building codes. By way of reference, the 1964 Alaska earthquake measured 9.2 on the Richter Scale. Juneau is located in seismic zone three per NAVFAC P-355, Seismic Design for Buildings.

VIII. LOGISTIC SUPPORT

Logistic support in the Juneau area is quite good. Besides hosting several wholesale suppliers, frequent barge

service from Seattle insures a steady year round supply of materials and goods.

Petroleum, oils and lubricant (POL) supplies are provided by two commercial distributors. Diesel fuel is available for delivery by truck or barge from a total capacity of well over two million gallons while lubrication oils are of unlimited supply from drums. Aviation fuels are available locally in quantities more than sufficient to satisfy potential Navy requirements.

There are several marine supply houses in the Juneau area which support the fishing fleet and recreational boaters, however, industrial level support is not available. Importation of speciality or emergency repair parts is by barge or air.

Provisioning of ships can be accommodated by local food wholesalers from stock or by special order. A full range of fresh food stuffs is available through these suppliers, who restock at least weekly by way of barge and air from Seattle.

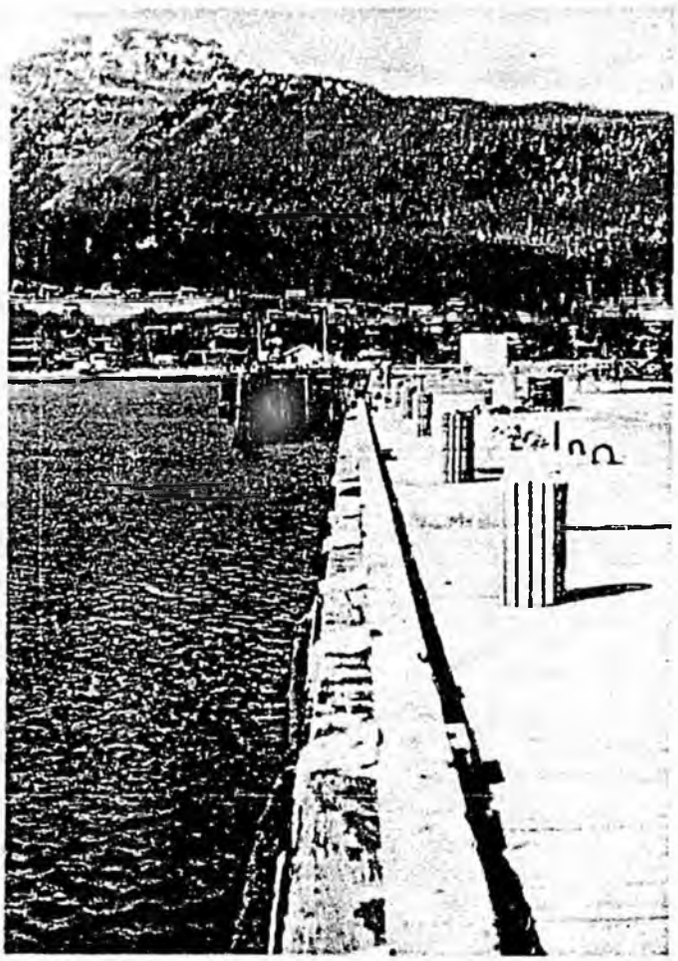
IX. TRANSPORTATION

Travel to and from Juneau is by either air or water as there are no roads connecting to other areas. Waterborne transportation is available both north and south via the Alaska Marine Highway System ferries. Rail service is not available in Juneau.

Air travel to Juneau is readily available with two carriers offering service via Seattle. In addition to major jet service, seven commuter airlines offer transportation to all points in Southeast Alaska. Juneau International Airport offers an 8,456 foot asphalt runway in very good condition. Air traffic control is provided by the FAA in a fully manned tower, however, the approach is either non-precision (runway 8) or visual (runway 26).

X. INDUSTRIAL SUPPORT

Industrial support for ship repair in the Juneau area is sparse. Several repair facilities capable of working on small fishing boats operate in the area, however, large scale repairs are not available. The nearest repair facility is located in Ketchikan.



XI. UTILITIES

The majority of the electric energy for the City and Borough of Juneau comes from hydroelectric sources. The Snettisham Hydroelectric System provides approximately 70% of current capacity. The Crater Lake addition to Snettisham will provide an additional 27,000 kw of energy for a total availability of 106 million kwh. Residential customers pay 7.44 cents per kwh while large commercial customers pay 6.32 cents per kwh.

Potable water is provided from creeks in the area. The source and distribution system is undergoing expansion and rehabilitation at this time. Current capacity of the system is 2.5 million gallons per day, which represents a substantial reserve. Residential water rates are a flat $17 per month while commercial rates are $13 for the first 4,000 gallons and $1.50 per each additional 1,000 gallons.

The City-Borough of Juneau operates three secondary wastewater treatment facilities. A new facility is under construction in the Mendenhall Valley area which will increase capacity by 4.9 million gallons per day. This added capacity will satisfy demand for the foreseeable future. Sewage fees in Juneau are $23 per month per sewer unit.

XII. PERSONNEL SUPPORT

Housing in the Juneau area is modern and well equipped. The major housing area is located northwest of the city in the Mendenhall Valley area near the airport. Single family homes in the area sold for an average of $127,876 in 1986, while the average condominium sale price was $92,747 in 1986 (last year for which figures are available). The rental market in Juneau is restricted with a vacancy rate less than 1%. Rental rates range from an average of $380 for a one bedroom to $690 for a three bedroom unit.

The Juneau City-Borough School District operates a modern, well equipped school system in which students consistently achieve testing scores well above the national average. School district facilities are modern and in good condition. Current enrollment levels and projected enrollment growth suggest that the elementary student capacity will be exceeded by fiscal year 1990. Middle school and high school facilities will accommodate all anticipated growth for the foreseeable future.

The University of Alaska Southeast (UAS) is a four year institution of higher education fully accredited by the Northwest Association of Schools and Colleges. UAS offers undergraduate and graduate programs in business, education, and public administration.

The health care needs of Juneau area residents are served by Bartlett Memorial Hospital (a 60 bed facility) offering a full range of surgical and emergency services. There are 40 physicians, 15 dentists, eight chiropractors and three optometrists practicing in the Juneau area. The Southeast Alaska Regional Health Corporation (SEARHC) provides medical and dental services to Natives, American Indians and all active and retired Coast Guard personnel. SEARHC, a nonprofit corporation, is staffed by commissioned Public Health Officers.

Juneau offers a full range of public facilities. Recreational assets include six gymnasiums, eight softball fields, a swimming pool and an alpine ski area. Private facilities include tennis and racquetball clubs in addition to commercial fitness centers. In addition to themodern facilities listed above, Juneau's leading recreational opportunity is in the area of natural resources. Hiking, fishing, kayaking, canoeing, camping and hunting opportunities abound in and around Juneau.

Closely linked to the educational system in Juneau is the public library system consisting of some 90,000 volumes. In addition to the in-house resources of the system, the library is connected by an automated catalog system to the holdings of the Alaska State Library, whose collections and services are available to the public.

The social and cultural needs of Juneau are well cared for by a variety of organizations operating in the community. In addition to the Alaska State Museum showcasing native Alaskan and historical artifacts, there are a variety of performing arts organizations ranging from theatre groups to opera companies to the Juneau Symphony Orchestra. For those interested in service clubs, the area supports all major organizations such as Rotary International, Kiwanis, Elks, Moose, Masons and many others. The religious needs of the community are served by many churches representing most denominations.

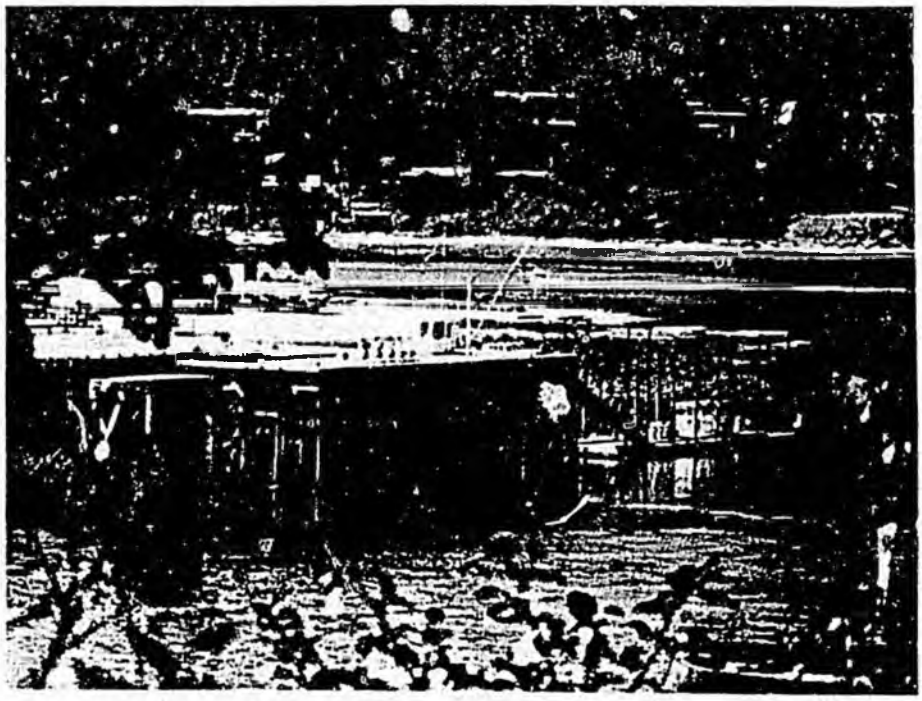
The shopping needs of Juneau are well supported by a great variety of retail stores. Necessities are provided by many major retail chain stores as well as independent retailers. It would be difficult to find a product or service not available in the community.

XIII. COMMUNITY IMPACTS

The Juneau Economic Development Council estimates that there would be no negative impacts on the community resulting from a Navy presence of two ships, their crews and dependents. There would be an immediate requirement for additional moderately priced homes, which it is felt would be provided by local developers, and an influx of elementary school age children would hasten the requirement for additional school facilities. The latter requirement, though expensive, would be 75%-85% funded by the State, thereby reducing the fiscal impact on the community. The public service infrastructure currently has adequate capacity to handle such growth and would spur the extension of these services to areas now unserved by such systems.

XIV. ENVIRONMENTAL ISSUES

There are two major environmental concerns in the Juneau area. First is the air quality in the Mendenhall Valley and second is the loss of wetland habitat in the same area. Neither issue is likely to affect Navy development directly as home basing would probably not occur in this location. As in other Alaska areas, the likelihood of encountering Bald Eagles and protected marine mammals is quite great. The possibility of encountering sensitive archaeological or historical sites is real, depending upon specific site location.



The Juneau City-Borough has a local Coastal Zone Management Plan which covers the area. Several environmental studies exist which could provide more detailed information if a specific site is selected.

XV. COMMUNITY SUPPORT

The question of community support for Navy home basing was placed before the voters of Juneau on the October 4, 1988 ballot. United Press International reported on October 5, 1988 that 53% of the voters (3,898 of 7,359 voters) rejected the concept of home basing. Mr. Dave Allison, the opposition group spokesperson, was quoted by UPI as saying "This was a vote to avoid malignant growth" and that "The impact of a fleet on the social fabric of Juneau would have ripped it asunder".

City and Borough of Juneau

155 South Seward Street
Juneau, Alaska 99801

Unified Home Rule Municipality

Phone: (907) 586-5240

INCORPORATION DATE:	July 1, 1970
POPULATION:	29,370
REGULAR ELECTION:	First Tuesday in October
SALES TAX:	4% General, 3% Liquor, 5% Bed Tax
ASSEMBLY MEETS:	First and third Mondays
MANAGER FORM OF GOV'T:	Yes

MAYOR: Ernest E. Polley 1988

ASSEMBLY MEMBERS		PLANNING/ZONING COMMISSION		SCHOOL BOARD	
Jamie Parsons	1989	Reed Stoops, Chair	1989	Kris Gray	1989
George Davidson	1990	Ron Bolton	1988	Robert Locke	1990
Rosalee Walker	1990	Ned Farquhar	1988	David Crosby	1989
Richard Poor	1988	Merle Bottge	1989	Jerry Madden	1988
Caren Robinson	1990	Dennis Egan	1990	Patrick Murphy	1988
Clarke Young	1989	John MacKinnon	1988	Julie Ward	1988
Errol Champion	1988	LuAnn Bailey	1990	Becky Bear	1990
McKie Campbell	1990	Jody Vick	1988		

BOROUGH POWERS: Areawide: Planning, Zoning, Parks & Recreation, Ambulance, Library, Harbors, Docks, Assessment & Collection, Education, Airport, Cemetery, Fire Protection, Transit, Building Inspection, Police, Water, Sewer
Non-Areawide: Fire Service, Police Protection, Streets & Roads

MUNICIPALLY OWNED UTILITIES: Water, Airport, Port, Hospital

AIRPORT MANAGER.....Paul Bowers
ASSESSOR.....Mike Thompson
ATTORNEY.....Barbara Blasco
CLERK.....Patty Ann Polley
ENGINEER.....George Porter
FIRE CHIEF.....Alan Judson
FINANCE DIRECTOR.....Mary Cook
LIBRARIAN.....Donna Pierce
MANAGER.....Kevin C. Ritchie
PARKS & RECREATION DIRECTOR.....Duncan Fowler
PLANNING DIRECTOR.....Karen Boorman
POLICE CHIEF.....Michael Gelston
PORT DIRECTOR.....Joe Grahm
PUBLIC UTILITY MANAGER.....Jim Beeson
PUBLIC WORKS DIRECTOR.....Ernst Mueller
PURCHASING OFFICER.....Diana Pitts
SUPERINTENDENT OF SCHOOLS.....Bruce Johnson
TREASURER.....Craig Duncan


Whitehorse
Watson Lake
Teslin
Atlin
Bennett
Carcross
Tagish
Johnsons Crossing
Swift River
Rancheria
Cassiar
McDame
Dease Lake
Iskut
Eddontenajon
Glenora
Juneau
SEE MAP INSET
SITE
Tongass
National Forest
Atlin Provincial Park
Haines
Klukwan
Skagway
Hoonah
Pelican
Chichagof
Sitka
Baranof
Kake
Kupreanof
Petersburg
Wrangell
Meziadin Jct.
Stewart
Hyder
Edna Bay
Thorne Bay
Craig
Klawock
Kasaan
Hollis
Ketchikan
Hydaburg
Waterfall
Prince of Wales
Ocean
YUKON TERRITORY
BRITISH COLUMBIA
ALASKA
CANADA
SIMPSON PEAK EL. 2173 m
MT. MURRAY EL. 2161 m
MT. SKUKUM EL. 2382 m
MT. FOSTER EL. 7,192 FT.
ASH MTN EL. 2126 m
KAWOY MTN EL. 1942 m
PYRAMID MTN EL. 2143 m
DOME MTN EL. 2038 m
MESZAH PK EL. 2106 m
GNAT PASS EL. 1241 m
THREE SISTERS RANGE
MT. OGDEN EL. 7484 m
BATES PEAK EL. 2262 m
MT. EDZIZA EL. 2786 m
MT. NICKHAN EL. 2019 m
DEVILS THUMB EL. 9,808 FT
KATES NEEDLE EL. 10,009 FT
MT. FAWCETT EL. 6,208 FT.
MT. LEWIS CASS EL. 6,864 FT.
MT. PATTULLO EL. 2775 m
MT. GUNANOOT EL. 2298 m
KSHWAN MTNS EL. 2298 m
BOYA LAKE PROV. PK.
KINASKAN LAKE PROV. PK.
ATLIN PROV. PK.
CASSIAR MOUNTAINS
COAST MOUNTAINS
CHILKAT RANGE
ALASKA HOMEBASING STUDY
JUNEAU AREA
figure 5.1