

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6741 SENATE TRANSPORTATION

145

Opinion

Sunday, March 26, 1989

Let's get going on Trans-Alaska Highway

Not many people have heard of Bornite or the Trans-Alaska Highway, but as Alaska develops these two names will become commonplace.

Where is Bornite and where is the Trans-Alaska Highway? Bornite is north and west of Fairbanks, about halfway between here and Nome. The Trans-Alaska Highway will be built from the Dalton Highway near Bettles and extend westward about 100 miles to Bornite and the miner-rich area of the Ambler-Kobuk rivers region.

Why build a low-cost road to Bornite and perhaps on to Nome? Because Interior Alaska will not reach its economic potential until surface transportation is established there. The Trans-Alaska Highway is not the only new road that should be built but is probably the most important and should therefore receive first consideration.

There are only two industries we should be spending our state developmental dollars on. One of those industries is mining, the other tourism. Development of these industries will balance our

Guest Opinion

By AL SEELIGER



economy so that we can become less dependent on state and federal dollars.

It's not likely that our part of the country will ever become a manufacturing center—agriculture and timber production can only be relatively minor considerations at this time. So why not concentrate on the promising?

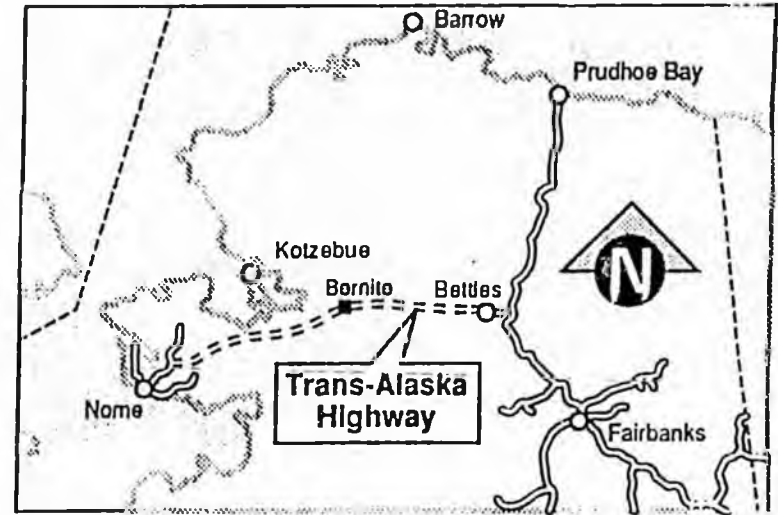
The copper that exists in large quantities in the Bornite region is not needed or wanted on the metals market just now because of the cost it would take to bring it to market. But someday the world will need copper and will be willing to pay the cost to get it. Surface transportation via a road to Bornite will speed that day and open the area for in-

tensive prospecting. We have a wonderful chance to expand our tourist business industry by opening Central Alaska for vehicular traffic.

Right now I am told that there are thousands of tourists using the Dalton Highway, eager to travel above the Arctic Circle, see the midnight sun, Prudhoe Bay, and the Arctic Ocean, to travel the farthest north highway and see the natural beauty of the Arctic. True economic development demands a viable transportation system including strategically located highways. Alaska is weak in this respect—especially Interior Alaska. Our state government has no plans at present for highway extensions. We should be asking why not?

Is this it? Are we going to have to be content with what we have? Will we never be able to take full advantage of our mineral and tourist potential? These are the questions our legislators should be asking themselves.

We should spend some state money now for planning, right of way acquisition, and design. A transportation corridor between



The Trans-Alaska Highway

the Dalton Highway and Bornite already exists, put in place by the Alaska National Interest Lands and Conservation Act. After the preliminary problems are solved our state should routinely invest enough money each year to ensure the construction of a road to Bornite by the end of this century and

on to Nome eventually. The state simply must take a leadership position in the further development of our highway system.

Al Seeliger's interest in a highway extension to Nome dates back to 1948. He was highway commissioner for the 4th Division in the early '50s and chairman of the Fairbanks Chamber of Commerce's Road Committee from 1953-62.

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

Roads need building

Al Seeliger knows what he's talking about when it comes to roads. He's been planning them for 40 years. He's right about Alaska needing more roads. We have to build roads in Alaska if our state is ever going to develop economically.

As Mr. Seeliger suggests, the Trans-Alaska Highway is a good place to start. The feds have given our state a clear corridor extending from the Dalton Highway near Bettles to Nome. The mineral deposits Mr. Seeliger refers to might not be developed soon, but a road between Fairbanks and Nome would be an invaluable link for both communities. It couldn't help but lead to economic development.

State highway planners have not been motivated to propose new roads. A considerable segment of political thought holds that roads should not be built into new country. They change the characteristics of the country, making it more accessible by man. Many people don't want economic development if wilderness is risked.

State planners should reject the argument that access should be limited because of possible adverse consequences. Consequences can be avoided with good planning, and dealt with when they arise.

The Trans-Alaska Highway isn't the only road system our state should build. A report by the Greater Fairbanks Chamber of Commerce lists three new highways that should be built.

A second highway is the Copper River Highway. State highway planners presently are doing another study of the highway, which has been on the drawing boards for even longer than Mr. Seeliger's been around—this time as a toll road. Officials say they don't have the money to build it, not even enough to start it. A single bridge on the highway, for a mere \$250,000, would extend access from Cordova. Even in a tight spending year, the Legislature should find room for it.

The third highway is the Kantishna access road, and it should be built, too. We don't envision it happening anytime soon, though.

The Kantishna road would leave the Parks Highway near Healy and go westward to the old townsite of Kantishna. It could lead south from there and loop with the Denali National Park road at Wonder Lake. The road would allow access to an important mineral area and to inholdings within the park. A loop through Kantishna and the park would be of enormous benefit to tourists and recreationists.

The people who don't like roads are offended most of all by that. They don't want people in the wilderness. People change the wilderness, and they don't like that.

We don't have to destroy the wilderness in order to use it. With proper management, wildlife values can be preserved. Fear of harming the wilderness should not be a reason for denying economic development.

State highway planners may be persuaded differently. It is the responsibility of the governor and state Legislature to get them to act.

State policymakers should take a different position from national environmental groups on the question of roads. They are vital to our future. Major funding may not exist for these roads at the present time, but small amounts could get them started. The Legislature should authorize a bridge for the Copper River Highway and start the highway department planning the road to Nome. Our congressional delegation should seek federal highway funds for the project and begin urging the National Parks Service to build a loop through the park.

*Recent miner
Editorial which
appeared in the
paper the same day*

"Independent in All Things . . . Neutral in None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

3/2/90

Road requests

Members of the Fairbanks Chamber of Commerce have roads on their minds. They believe Alaska needs more of them, and more access on the ones we have.

Three resolutions approved by the chamber board of directors bear review. We hope our legislators also express an interest.

First, noting that there is no surface transportation between Interior Alaska and our state's west coast, the chamber recommends that the state apply for a right of way leading to a trans-Alaska highway between Prospect, on the Dalton Highway, and Nome.

The resolution recognizes many benefits such a roadway would provide. The road would open up surface access to people of western Alaska. The road would be a boon to tourism as people from all over the world travel here to enjoy this beautiful part of Alaska.

The road leads past deposits of copper, gold, silver and other metals and could help move them to market.

Congress even anticipated such as road, according to the chamber, and placed a provision in the Alaska National Interest Lands Conservation Act providing for a transportation corridor between Prospect and Nome.

The Fairbanks chamber and the Nome Chamber of Commerce have been calling for construction of a Nome-Fairbanks Highway for more than 30 years. We hope another 30 do not go by before our state applies for a right of way.

Roads are not built for free, and another chamber resolution addresses that subject. Chamber officials also urge our Legislature to appropriate \$40 million per year for a period of 10 years for the purpose of extending our highway system.

In the last 20 years, no state regional highways have been constructed. The chamber recommends that the annual \$40 million appropriations be divided equally between Alaska's four judicial districts.

In a time of diminishing oil resources, Alaska must seek other means of financing state services, chamber officials reason. Building roads and increasing access to our other natural resources would be sound planning.

Finally, the chamber has renewed its request for opening an existing road. The business representatives are urging our Legislature to open the Dalton Highway to free and unrestricted travel.

The Dalton is open now to public vehicles only as far as Disaster Creek. Beyond that point, private travelers must obtain a permit and be traveling for business reasons, such as servicing the oil industry at Prudhoe Bay or hauling supplies to a mine.

Every year the chamber receives hundreds of inquiries from people and groups who express a desire to driver further than the south edge of the Brooks Range. It's time to stop saying no.

As the chamber points out, full development of our tourist industry cannot occur unless reasonable improvements are made on the Dalton and maintenance is performed on a permanent basis—the same as all other highways in the state system.

column the state's plan to build a major new tourist hotel and center in Denali State Park. The column drew an acerbic response, also printed on this page, from its champion in the Alaska Department of Natural Resources.

On Jan. 29 DNR Commissioner Lennie Gorsuch went ahead, as we all expected, and announced her decision to go ahead with the project. The news release from DNR states, "The Department of Natural Resources and S. National Park Service intend to contribute funding for interpretive and recreation facilities, access road, parking and site utilities."

DNR would, Gorsuch announced, "Proceed toward the award of a concession contract for the design, construction and operation of a lodge in Denali State Park."

As outlined ever since this process began, this "lodge" would be a hotel of up to 250 rooms to be built and operated by a private concessionaire.

But Gorsuch's plans have changed in a big way, and in a way not revealed by her January announcement. The National Park



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"CHIEF, I FOUND ANOTHER B-GRADE ACT INVOLVED WITH 'T

Population

BOSTON—The darkest tales of the environment usually come to us in neatly labeled scientific packages. The Greenhouse Effect. The Hole in the Ozone. The Destruction of the Rain Forest. Air Pollution. Water Pollution. These headlines reek of chemistry and technology.

But rarely do we see one titled The People Problem. People, the growing number of us, seem at times mysteriously absent from the public discussion of the state of the Earth. It's as if we talked about carbon-spewing cars without any drivers.

The "environmental President" himself has managed to speak ab-

Eller
Goodm

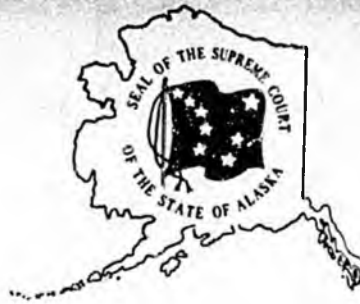
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Alaska Court System
State of Alaska
OFFICE OF ADMINISTRATIVE DIRECTOR

JANALEER STRANDBERG
Staff Counsel

303 K Street
Anchorage, AK 99501
(907) 264-8228

February 26, 1990

HAND DELIVERED

Senator Lloyd Jones
Alaska State Legislature
P. O. Box Y
Juneau, AK 99811

Re: SB 499 - An Act relating to appeal of administrative action
against a driver's license.

Dear Senator Jones:

The purpose of SB 499 is to conform the Department of Motor Vehicle driver's license revocation appeal procedure to the procedure followed by other IMV and non-DMV administrative appeals.

The present statute, AS 28.05.141(d), provides that license revocation appeals are to be heard de novo by the district court "in accordance with the applicable Rules of Court governing appeals in civil matters". However, there are no rules governing appeals to district court because there are no other appeals to district court. The statutes defining district court jurisdiction (AS 22.15) do not give the district court appellate jurisdiction. Jurisdiction over appeals from administrative agencies is specifically given to the superior court by AS 22.10.020(d).

This bill would give the superior court appellate jurisdiction over driver's license revocation appeals and these appeals would be on the record rather than de novo. This would both simplify and standardize the administrative appeal process.

Thank you for this opportunity to explain the reason why the court system requested this proposed legislation. I would be happy to answer questions you may have about it.

Sincerely,



Jan Strandberg
Staff Counsel

JS:gb

cc: Senate Transportation Committee members:

Senator Fahrenkamp
Senator Fischer
Senator Pourchot
Senator Coghill

FEB 20 1990

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Alaska Court System
 Title: An Act relating to appeal of administrative action against a driver's license BRU: Trial Courts
 Sponsor: Judiciary Committee Components: _____
 Requestor: Transportation

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

General Funds	0.0	0.0	0.0	0.0	0.0	0.0
Federal Funds						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact.

Prepared by: Jan Strandberg, General Counsel
 Division: Alaska Court System
 Approved by: Arthur H. Snowden, II, Administrative Director
 Agency: Alaska Court System

Phone: 264-8228
 Date: 02/27/90
 Date: 02/27/90

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

Fiscal Note

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: February 14, 1990

FURTHER: Judiciary

Date of 5-Day Notice: 2-22-90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 3-1-90

Transportation Committee considered SB 499

Appeal of administrative action against a driver's license.

and recommended:

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

_____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

fiscal note(s) _____

zero fiscal note(s) Court

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

[Signature]
Paul [Signature]
[Signature]

[Signature]
[Signature]

Chair: Signature and Recommendation



FEB 23 1990

Alaska Court System
State of Alaska

OFFICE OF ADMINISTRATIVE DIRECTOR

JANALEER STRANDBERG
Staff Counsel

303 K Street
Anchorage, AK 99501
(907) 264-8228

February 16, 1990

Senator Lloyd Jones
Chair, Senate Transportation Committee
Alaska State Legislature
P. O. Box V
Juneau, AK 99811

Re: SB 499 - An Act regarding appeals of administrative
revocations of driver's licenses

Dear Senator Jones:

The Alaska Court System would appreciate a hearing on this bill at your earliest convenience. The purpose of SB 499 is to bring certain Division of Motor Vehicle appeals into conformity with the regular procedure for administrative agency appeals. The current statute, AS 28.05.141(d), requires driver's license revocation appeals to be filed in the district court and to be heard de novo. There are no court rules that allow appeals to the district court or de novo hearings on appeal. This bill would bring driver's license revocation appeals into conformity with other administrative appeals that are brought in superior court and are based on the record made at the Division of Motor Vehicle hearing.

I would be happy to answer any questions you may have about this bill.

Sincerely,

Jan Strandberg
Staff Counsel

JS:gb

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FIRST COMMITTEE OF REFERRAL

6-2333E/2
b?

DATE: 3/13/90

FURTHER: Finance

Date of 5-Lay Notice: 3-22-90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 4-4-90

Transportation Committee considered SB 521

Relating to state aid to municipalities for roads; efd.

and recommended:

- replace with _____ CS _____ same title
- attached amendment(s) new title
- _____ letter of intent adopted

- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

fiscal note(s) _____

zero fiscal note(s) _____

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

[Signature] "DO Pass"

OTHER RECOMMENDATIONS:

[Signature]
Paul Finch (No Rec)

[Signature]
Chair: Signature and Recommendation



Alaska State Legislature

Senator Mike Szymanski

While in Session:
PO. Box V
Juneau, Alaska 99811
(907) 465-4978

Interim:
3111 C Street, Suite 510
Anchorage, Alaska 99503
(907) 561-7617

or
165 E. Parks Highway
Wasilla, Alaska 99687
(907) 376-6453

March 15, 1990

MEMORANDUM

TO: Senator Lloyd Jones, Chairman
Senate Transportation Committee

FROM: Senator Mike Szymanski *Mike*

RE: Request for Hearing

I wish to request that you schedule SB 521, an Act relating to state aid to municipalities for roads, at the earliest possible date.

Thank you for your consideration.

1 IN THE SENATE

2 CS FOR SENATE BILL NO. 521 ()

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to state aid to municipalities for
7 roads; and providing for an effective date."

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

9 * Section 1. AS 29.60.110 is amended by adding a new subsection to
0 read:

1 (c) The road maintenance account is established. Money to carry
2 out the provisions of this section shall be allocated by the depart-
3 ment to the account in accordance with AS 29.60.280. If amounts in
4 the account are insufficient to pay each municipality's or other
5 recipient's share authorized under this section, the amounts that are
6 available shall be distributed pro rata among eligible municipalities
7 and other recipients.

8 * Sec. 2. AS 29.60.170 is amended to read:

9 Sec. 29.60.170. MISCELLANEOUS SERVICES ACCOUNT. The miscella-
0 neous services account is established. Money to carry out the pro-
1 visions of AS 29.60.100 and 29.60.120 - 29.60.180 [AS 29.60.100 -
2 29.60.180] shall be allocated by the department to the account in
3 accordance with AS 29.60.280. If amounts in the account are insuffi-
4 cient to pay each municipality's or other recipient's share authorized
5 under AS 29.60.100 and 29.60.120 - 29.60.180 [AS 29.60.100 - 29.60.-
6 180], the amounts that are available shall be distributed pro rata
7 among eligible municipalities and other recipients.

8 * Sec. 3. AS 29.60.280(a) is amended to read:

9 (a) Each year, the department shall allocate money appropriated

1 to the accounts established in AS 29.60.060, 29.60.110(c), 29.60.170,
2 and former AS 29.90.020 in the amounts determined by the legislature.

3 * Sec. 4. AS 29.60.280(b) is amended to read:

4 (b) Money in the road maintenance account established in AS 29.-
5 60.110(c) and money in the miscellaneous services account established
6 in AS 29.60.170 that exceeds the amount required to fully fund dis-
7 tributions authorized by AS 29.60.100 - 29.60.180 shall be reallocated
8 to the tax equalization account established in AS 29.60.060 and dis-
9 tributed according to the provisions of AS 29.60.010 - 29.60.080.

0 * Sec. 5. This Act takes effect July 1, 1990.

Alaska MUNICIPAL League


TELEPHONE
(907) 586-1325
FAX 463-5480

217 SECOND STREET, SUITE 200
JUNEAU, ALASKA 99801

March 27, 1990

MEMORANDUM

TO: Senator Lloyd Jones, Chairman
Members, Senate Transportation Committee

FROM: Scott A. Burgess, Executive Director 

SUBJECT: SB 521 - State aid to municipalities for roads

The Alaska Municipal League supports the intent of the legislation of providing more funds for road maintenance but is concerned with the possible impacts on the State Revenue Sharing Program and with the policy implications. The AML legislative priorities for the 1990 session are to restore the FY 90 cuts to the Revenue Sharing, and Municipal Assistance, Programs, bringing the funding up to FY 89 levels.

While road maintenance is important to most of our members, municipalities are responsible for providing a variety of public services and meeting federal and state mandates. Meeting local priorities including road maintenance can best be met by funding the State Revenue Sharing Program at \$40,773,400, funding Municipal Assistance at \$56,084,400 and if additional funds are available, fully fund the Miscellaneous Municipal Services Account of the State Revenue Sharing Program, which includes road maintenance funding.

The bill would essentially increase the entitlement for road maintenance under the State Revenue Sharing Program without any assurances of increased funding to meet the current entitlement much less the increase. Funding of the State Revenue Sharing Program has been reduced by over 35 percent since 1986; the Legislature reduced the program by 6 percent just last year. The Department of Community and Regional Affairs estimates that the Miscellaneous Municipal Services Account entitlements of the Revenue Sharing Program is underfunded by over \$13 million. As a result, municipalities are receiving less than \$1400 per road mile rather than the current entitlement of \$2500. As written and without significant additional funding, the bill would fund road maintenance at the expense of ice roads, hospital facilities, health facilities and fire protection, other important municipal services, and further reduce the funding to unincorporated communities.

While the AML supports the intent to provide additional funding for municipal services, the best approach would be for the Legislature to increase the program funding and allow local communities to set service priorities.

FISCAL NOTE

REQUEST:

Revision Date: _____
 Title: "An Act relating to state aid to municipalities for roads..."
 Sponsor: Senate C&RA Committee
 Requestor: _____

Agency Affected: Community & Regional Affairs
 BRU: _____

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	25.0	-0-	-0-	-0-	-0-	-0-
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	25.0	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUND	25.0	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

There is no fiscal effect for FY 90.

Prepared by: Jim Plasman, Deputy Director

Division: Municipal & Regional Assistance

Phone: 465-4750

Date: 4/3/90

Approved by Commissioner: [Signature]

Agency: Community & Regional Affairs

Date: 2 APR 90

Distribution (by preparer):

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



Alaska State Legislature

Senator Mike Szymanski

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Anchorage, Alaska 99503
(907) 561-7617
or
165 E. Parks Highway
Wasilla, Alaska 99687
(907) 376-6453

SPONSOR STATEMENT ON SB 521 (C&RA)

What does SB 521 do?

The bill would raise the entitlement for road mileage in the state revenue sharing program from \$2,500, per mile of road to \$5,000. It also raises the entitlement for ice roads from \$1,500 to \$3,000 per mile.

At the present time the legislature is under funding the road mileage account at fifty percent. This results in a funding level of \$1,250 per mile of road. If Senate Bill 521 is enacted, the funding level for road maintenance will be \$2,500 per mile.

An item for your information, the budget for the Department of Transportation is funded at \$6,000 per mile.

This bill is supported by the Alaska Municipal League and specifically by those communities who were hard hit this winter with the excessive snowfall. Most road service areas have been forced to cut back maintenance, and go into debt to provide minimum maintenance. If the level of funding is not increased, municipal road maintenance will face severe financial problems next year.

Senate District E

Mat-Su Borough • Sitka • Anchorage • Bethel/Indian • Girdwood • Nikiski • Cooper Landing • Hope • Seward • Prince William Sound

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Community & Regional Affairs
 Title: "An Act..state aid to municipalities for roads..." BRU: _____
 Sponsor: Senate CSRA Committee Components: _____
 Requestor: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

There is no fiscal effect for FY 90.

Prepared by: Jim Plasman Deputy Director Phone: 465-4750
 Division: Municipal & Regional Assistance Date: 3-26-90
 Approved by Commissioner: Wanda Helmer Date: 3-26-90
 Agency: Community & Regional Affairs

Distribution (by preparer):

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

CRA Fiscal note

DEPT. OF COMMUNITY & REGIONAL AFFAIRS

OFFICE OF THE COMMISSIONER

March 14, 1990

POSITION PAPER

RE: Senate Bill 521

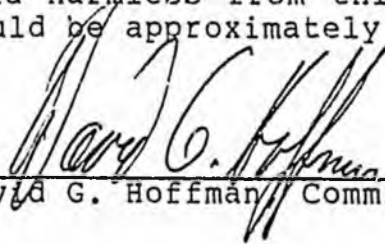
Sponsor: Senate Community and Regional Affairs Committee

Program Effects of Bill

This bill would raise the entitlement for road mileage in the Miscellaneous Services account in the state revenue sharing program from \$2,500 per mile of road to \$5,000. It also raises the entitlement for ice roads from \$1,500 to \$3,000 per mile.

Comments

Currently payments under AS 29.60.110, the revenue sharing provision for aid to municipalities for roads, is prorated at about 50 percent because of underfunding of the miscellaneous services account. The levels of entitlement for roads and ice roads have not been changed in over ten years. While the department is sympathetic to the need to fund road payments at an appropriate level to support the service, changing this level of entitlement would serve to reallocate funds in the miscellaneous services account away from other recipients. If other recipients were to be held harmless from this change, it is estimated the fiscal cost would be approximately \$1,500,000.



David G. Hoffman, Commissioner

P.O. BOX B
JUNEAU, ALASKA 99811-2100
PHONE: (907) 465-4700

949 E. 36TH AVENUE, SUITE 400
ANCHORAGE, ALASKA 99508-4302
PHONE: (907) 563-1073

Road mile figures

DEPARTMENT OF COMMUNITY & REGIONAL AFFAIRS
MISCELLANEOUS INFORMATION REPORT

KEY	DCRA PLACE NAME	PLD ROAD MILES	ICE ROAD MILES	FEB HOSP	LRGE HOSP	HOSP BEDS	HLTH FAC	H F BEDS	HOSP. CONST. AID
9011111099	KOTLIK	0.00	0.00	0	0	0	1	0	
9010217099	KOTZEBUE	27.96	73.00	0	0	0	0	0	
9010322099	KOYUK	4.26	0.00	0	0	0	1	0	
9010533099	KOYUKUK	3.50	0.00	0	0	0	0	0	
9011247099	KUP-BAJOF	2.00	0.00	0	0	0	0	0	
9011232099	KVETHLUK	1.93	5.00	0	0	0	1	0	
9011530099	LAKE AND PENINSULA BOROUGH	0.00	0.00	0	0	0	0	0	
9011202099	LARSEN BAY	0.00	0.00	0	0	0	0	0	
9011307099	LOWER KALSKAG	1.07	10.00	0	0	0	1	0	
9011423099	MAKOKTAK	2.95	0.00	0	0	0	0	0	
9011126099	MARSHALL	5.00	0.00	0	0	0	0	0	
9012300099	KATANUSKA-SUSITNA BOROUGH	293.62	0.00	0	0	0	2	0	
90113413099	MOGRATH	12.35	0.00	0	0	0	1	0	
9011237099	MORORYUK	2.30	0.00	0	0	0	1	0	
9011127099	MOUNTAIN VILLAGE	7.50	0.00	0	0	0	1	0	
9012203099	MUNICIPALITY OF ANCHORAGE	230.94	0.00	0	0	503	14	553	
9011241099	NAPAKIAK	4.70	20.30	0	0	0	1	0	
9011242099	NAPASKIAK	0.00	0.00	0	0	0	1	0	
9010540099	NEKANA	26.79	0.00	0	0	0	0	0	
9011425099	NEK-STUYANOK	2.50	0.00	0	0	0	1	0	
9011520099	NEK-HALEN	0.00	0.00	0	0	0	1	0	
9011247099	NEATOK	0.00	0.00	0	0	0	1	0	
9011243099	NIGHTMUTE	0.00	0.00	0	0	0	1	0	
9010416099	NITKOLAI	11.70	0.00	0	0	0	0	0	
9010333099	NOME	16.83	0.00	0	1	0	2	74	
9011521099	NONDALTON	25.00	1.50	0	0	0	1	0	
9010221099	NOORVIK	7.20	10.00	0	0	0	1	0	
9011049099	NORTH POLE	13.67	0.00	0	0	0	0	0	
9010100099	NORTH SLOPE BOROUGH	51.27	50.00	0	0	0	10	0	
9010217199	NORTHEAST ARCTIC BOROUGH	64.09	142.25	0	0	0	1	0	
9010121099	NUISSUT	0.00	0.00	0	0	0	0	0	
9010545099	NULATO	12.21	0.00	0	0	0	1	0	
9011251099	NU-APITCHUK	0.00	67.75	0	0	0	1	0	
9012035099	OLD HARBOR	5.02	0.00	0	0	0	0	0	
9012037099	OUZINKIE	3.60	0.00	0	1	0	0	0	
9012331099	PALMER	25.69	0.00	0	0	0	1	0	
9012625099	PELICAN	1.10	0.00	0	0	0	1	0	
9011235099	PEYTOUK	12.10	0.00	0	1	0	1	0	

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DEPARTMENT OF COMMUNITY & REGIONAL AFFAIRS
MISCELLANEOUS INFORMATION REPORT

FISCAL YEAR
FEB 01, 1995

KEY ----- CGRA PLACE NAME -----

RUR ROAD TOT ROAD RES LGRE HOSP ALTH H F COST CONT. ADN

KEY	CGRA PLACE NAME	RUR	ROAD	TOT	ROAD	RES	LGRE	HOSP	ALTH	H	F	COST	CONT.	ADN
9011256099	PLATINUM	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010124099	POINT WIFE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
9010925099	PORT ALEXANDER	37.40	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011519099	PORT HEIDEN	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010941099	PORT LIONS	5.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011258099	SUVAHAGAW	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
9010349099	RUSY	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011136099	PUGSEIEN MISSION	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011502099	SAINT GEORGE	15.25	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
90111103099	SAINT MARY'S	5.48	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010350099	SAINT MICHAEL	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011503099	SAINT PAUL	10.56	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011737099	SAND POINT	6.10	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010352099	SAVONAGA	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010350099	SAXMAN	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011137099	SCAMMON BAY	5.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010222099	SELAWIK	6.50	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9012153099	SELDOVIA	19.06	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9012164099	SEWARD	5.64	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010420099	SHAGELUK	5.50	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010354099	SHAKTOOLIK	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011133099	SHELDON POINT	2.62	1.55	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010356099	SWISHWAP F	1.75	20.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010324099	SUVIGNAK	11.15	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9012102099	SKAGWAY	26.24	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010168099	SOLDOTNA	7.47	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010350099	STEPPINS	29.50	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010351099	TANAKA	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010353099	TELLER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
9012475099	TENAKEE SPRINGS	22.70	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9013378099	TOMPNE BAY	7.07	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011440099	TOGIAK	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011252099	TOKSCOK BAY	12.00	4.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011267099	TULUKSAK	2.50	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011265099	TUNUNAK	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9010355099	UNALAKLEET	3.52	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0
9011745099	UNALASKA	3.52	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0

DEPARTMENT OF COMMUNITY & REGIONAL AFFAIRS
 MISCELLANEOUS INFORMATION REPORT

CLY	DATA PLACE NAME	RUR ROAD MILES	ICE ROAD MILES	R/C HOSP	LARG HOSP	HOSP BEDS	HLTH FAC	H F BEDS	HOSP. CO. ST. RID	
9010133099	WAT WRIGHT	0.00	0.00	0	0	0	0	0		10
9010357099	WALFS	0.00	0.00	0	0	0	1	0		40
9010370099	WASSILLA	10.54	0.00	0	0	0	2	0		40
9010358099	WHITE MOUNTAIN	2.75	0.00	0	0	0	1	0		40
9010457099	WHITTIER	7.00	0.00	0	0	0	1	0		40
9010295099	WHANCELL	5.03	0.00	0	1	0	2	0		40
9010641099	YAKUTAT	7.34	0.00	0	0	0	1	0		40

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DEPARTMENT OF COMMUNITY REGIONAL AFFAIRS
MISCELLANEOUS INFORMATION REPORT

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SEP 22, 1991

UP ROAD MILES	TOP ROAD MILES	TR HOSE	LEGE HOSE	HOSP REDS	HLTH PAC	H P REDS	HOSP. CONST. FID
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TOTALS

4,357.74 939.08 0 15 303 178 1,841

Pauline Valha
Wayne -

COMMUNITY	PROPOSED CHANGE AMOUNT	LAST YEAR AMOUNT	DIFFERENCE
HOOPER BAY	\$31,693.85	\$31,514.71	\$379.13
HOUSTON	\$100,957.63	\$50,384.22	\$50,573.41
HUGHES	\$34,444.07	\$33,784.10	\$659.98
HUSLIA	\$68,683.09	\$37,257.44	\$31,425.66
HYDABURG	\$24,264.10	\$23,853.81	\$410.29
JUNEAU CITY & BORO	\$3,247,992.95	\$3,109,455.51	\$138,537.34
KACHENAK	\$25,737.48	\$25,438.67	\$298.81
KAKE	\$37,855.02	\$28,768.17	\$9,086.85
KAKTOVIK	\$33,302.83	\$32,916.18	\$386.64
UPPER KALSKAG	\$33,784.17	\$33,371.96	\$412.21
KALTAG	\$34,819.83	\$34,018.77	\$801.06
KASAAN	\$24,414.60	\$24,059.21	\$355.39
KASIGLUK	\$32,369.51	\$32,045.24	\$324.27
KENAI CITY	\$429,707.83	\$348,582.66	\$81,125.17
KENAI PENINSULA	\$3,431,084.07	\$2,616,026.90	\$815,057.97
KETCHIKAN	\$591,071.71	\$561,330.33	\$29,741.38
KETCHIKAN GATEWAY	\$320,374.32	\$316,584.59	\$3,789.72
KIANA	\$76,812.32	\$42,558.52	\$34,253.80
KING COVE	\$70,617.30	\$61,379.03	\$9,238.27
KIVALINA	\$49,390.81	\$35,030.48	\$14,360.32
KLAWOCK	\$56,596.41	\$50,182.98	\$6,413.43
KOBUK	\$46,058.52	\$34,181.69	\$11,876.83
KODIAK	\$374,197.50	\$349,729.86	\$24,467.63
KODIAK ISLAND	\$900,851.17	\$865,906.12	\$34,945.05
KOTLIK	\$32,339.58	\$32,026.55	\$313.03
KOTZEBUE	\$451,433.07	\$325,298.63	\$126,134.24
KOYUK	\$34,212.72	\$33,639.61	\$573.11
KOYUKUK	\$34,094.71	\$33,565.91	\$528.81
KUPREANOF	\$24,807.35	\$24,519.34	\$288.01
KWETHLUK	\$33,162.73	\$32,540.64	\$622.09
LARSEN BAY	\$25,737.48	\$25,438.67	\$298.81
LOWER KALSKAG	\$93,803.53	\$50,459.28	\$43,344.25
MANDOKTAK	\$32,308.40	\$31,578.84	\$729.55
MARSHALL	\$33,087.90	\$32,493.90	\$594.00
MATANUSKA SUSITNA	\$3,448,776.59	\$2,146,251.09	\$1,302,525.51
McGRATH	\$65,965.06	\$42,350.44	\$23,614.62
MEKORYUK	\$32,833.47	\$32,335.00	\$498.47
MOUNTAIN VILLAGE	\$92,058.16	\$56,067.03	\$35,991.13
NAPAKIAK	\$66,170.30	\$37,994.47	\$28,175.83
NAPASKIAK	\$32,339.58	\$32,026.55	\$313.03
NENANA	\$111,234.45	\$69,441.50	\$41,792.95
NEW STUYAHOK	\$31,529.47	\$31,092.37	\$437.10
NEWHALEN	\$31,168.85	\$30,067.15	\$301.70
NEWTOK	\$32,339.58	\$32,026.55	\$313.03
NIGHTMUTE	\$32,339.58	\$32,026.55	\$313.03
NIKOLAI	\$33,908.39	\$33,294.38	\$614.01
NOME	\$506,838.23	\$475,176.10	\$31,662.13
NONDALTON	\$89,067.05	\$47,477.07	\$41,589.98
NOORVIK	\$125,315.97	\$71,296.02	\$54,019.95
NORTH POLE	\$73,601.57	\$53,654.35	\$19,947.22
NORTH SLOPE	\$609,311.20	\$451,003.43	\$158,307.77
NORTHWEST ARCTIC	\$680,893.22	\$421,029.72	\$259,863.50
NUIQSUT	\$33,302.83	\$32,916.18	\$386.64

Community revenue sharing

COMMUNITY	PROPOSED CHANGE AMOUNT	LAST YEAR AMOUNT	DIFFERENCE
NULATO	\$54,629.92	\$33,659.06	\$20,960.86
NUNAFITCHUK	\$142,131.47	\$74,410.24	\$67,721.23
OLD HARBOR	\$26,339.87	\$25,814.69	\$524.99
OUZINKIE	\$26,169.48	\$25,708.47	\$461.01
PALMER	\$357,782.97	\$322,704.69	\$35,078.28
PELICAN	\$26,061.48	\$25,760.93	\$300.55
PETERSBURG	\$417,167.70	\$398,407.49	\$18,760.20
PILOT STATION	\$32,653.83	\$32,222.84	\$431.04
PLATINUM	\$32,231.66	\$31,575.10	\$656.55
POINT HOPE	\$33,302.83	\$32,916.18	\$386.64
PORT ALEXANDER	\$24,807.35	\$24,519.34	\$288.01
PORT HEIDEN	\$92,878.58	\$48,892.82	\$43,985.76
PORT LIONS	\$26,252.28	\$25,760.18	\$492.10
QUINHAGAK	\$32,818.51	\$32,325.65	\$492.85
RUBY	\$33,302.83	\$32,916.18	\$386.64
RUSSIAN MISSION	\$32,585.03	\$32,179.84	\$405.19
SAINT GEORGE	\$55,980.67	\$31,085.77	\$24,894.91
SAINT MARY'S	\$69,855.18	\$54,891.51	\$14,963.66
SAINT MICHAEL	\$34,296.57	\$33,691.97	\$604.59
SAINT PAUL	\$158,303.24	\$91,969.84	\$66,333.40
SAND POINT	\$86,420.22	\$69,003.29	\$17,416.92
SAVOONGA	\$36,971.32	\$33,507.72	\$3,463.60
SAXMAN	\$30,321.42	\$25,098.70	\$5,222.64
SCAMMON BAY	\$32,591.02	\$32,183.58	\$407.44
SELAWIK	\$148,646.43	\$87,233.48	\$61,412.96
SELDOVIA	\$45,907.97	\$37,237.11	\$8,670.86
SEWARD	\$426,340.39	\$398,482.10	\$27,858.29
SHAGELUK	\$34,532.27	\$33,670.40	\$711.86
SHAKTOOLIK	\$34,094.71	\$33,565.91	\$528.81
SHELDON POINT	\$32,339.58	\$32,026.55	\$313.03
SHISHMAREF	\$33,846.28	\$33,255.59	\$590.69
SHUNGNAC	\$82,713.90	\$48,475.95	\$34,237.95
SITKA	\$668,946.71	\$636,629.25	\$32,317.46
SKAGWAY	\$66,426.17	\$51,152.74	\$15,273.43
SOLDOTNA	\$324,880.40	\$274,185.16	\$50,695.25
STEBBINS	\$49,078.76	\$34,176.84	\$14,901.92
TANANA	\$110,228.87	\$59,218.25	\$51,010.62
TELLER	\$33,968.94	\$33,487.36	\$481.58
TENAKEE SPRINGS	\$24,807.35	\$24,519.34	\$288.01
THORNE BAY	\$64,616.79	\$36,399.76	\$28,217.03
TOGIAK	\$33,806.02	\$31,576.14	\$2,229.88
TOKSOOK BAY	\$32,339.58	\$32,026.55	\$313.03
TULUKSAK	\$130,896.27	\$67,941.19	\$62,955.08
TUNUNAK	\$32,713.74	\$32,260.22	\$453.52
UNALAKLEET	\$57,700.15	\$41,025.30	\$16,674.85
UNALASKA	\$373,792.75	\$309,363.89	\$64,428.86
VALDEZ	\$367,895.84	\$332,155.99	\$35,739.85
WAINWRIGHT	\$33,302.83	\$32,916.18	\$386.64
WALES	\$33,551.26	\$33,226.50	\$324.76
WASILLA	\$176,529.86	\$102,921.66	\$73,608.21
WHITE MOUNTAIN	\$33,978.26	\$33,493.18	\$485.08
WHITTIER	\$61,997.97	\$48,646.68	\$13,351.29
WRANGELL	\$447,299.36	\$433,267.68	\$14,031.67

COMMUNITY	PROPOSED CHANGE AMOUNT	LAST YEAR AMOUNT	DIFFERENCE
YAKUTAT	\$51,295.00	\$41,166.09	\$10,128.91
UNINCORPORATED			
AKIACHAK	\$12,373.33	\$12,343.41	\$29.93
ARCTIC VILLAGE TRAD COUN	\$12,373.33	\$12,343.41	\$29.93
ASSC. OF TAZLINA RESIDENT	\$12,373.33	\$12,343.41	\$29.93
BEAVER TRIBAL VILLAGE COU	\$12,373.33	\$12,343.41	\$29.93
BIRCH CREEK COUNCIL	\$12,373.33	\$12,343.41	\$29.93
COMMUNITY OF CANTWELL INC	\$12,373.33	\$12,343.41	\$29.93
CHALKYITSIK VILLAGE COUN	\$12,373.33	\$12,343.41	\$29.93
CHENEGA BAY	\$12,373.33	\$12,343.41	\$29.93
CHIGNIK LAGOON VILL COUN	\$12,373.33	\$12,343.41	\$29.93
CHILKAT INDIAN VILL COUN	\$12,373.33	\$12,343.41	\$29.93
CHISTOCHINA VILL COUN	\$12,373.33	\$12,343.41	\$29.93
CHITINA VILL COUN	\$12,373.33	\$12,343.41	\$29.93
CIRCLE CIVIC COMM ASSOC,	\$12,373.33	\$12,343.41	\$29.93
COFFMAN COVE CIVIC CLUB	\$12,373.33	\$12,343.41	\$29.93
COPPER CENTER VILLAGE COU	\$12,373.33	\$12,343.41	\$29.93
COPPER VALLEY COMMUNITY L	\$12,373.33	\$12,343.41	\$29.93
COUNCIL	\$12,373.33	\$12,343.41	\$29.93
CROOKED CREEK TRAD COUN	\$12,373.33	\$12,343.41	\$29.93
DELTANA COMMUNITY CORP	\$12,373.33	\$12,343.41	\$29.93
DOT LAKE SERVICES CORP.	\$12,373.33	\$12,343.41	\$29.93
DOT LAKE VILL COUN	\$12,373.33	\$12,343.41	\$29.93
EAGLE TRIBAL VILL COUN	\$12,373.33	\$12,343.41	\$29.93
EDNA BAY COMM ASSN	\$12,373.33	\$12,343.41	\$29.93
EGEGIK IMPR CORP	\$12,373.33	\$12,343.41	\$29.93
ELFIN COVE COMM COUN	\$12,373.33	\$12,343.41	\$29.93
EVANSVILLE	\$12,373.33	\$12,343.41	\$29.93
FOUR MILE COMM	\$12,373.33	\$12,343.41	\$29.93
GULKANA VILL COUN	\$12,373.33	\$12,343.41	\$29.93
GUSTAVUS COMM COUN	\$12,373.33	\$12,343.41	\$29.93
HEALY LAKE TRAD VILL COUN	\$12,373.33	\$12,343.41	\$29.93
HOLLIS COMMUNITY COUNCIL	\$12,373.33	\$12,343.41	\$29.93
HYDER COMM ASSN	\$12,373.33	\$12,343.41	\$29.93
IGIUGIG VILL COUN	\$12,373.33	\$12,343.41	\$29.93
ILIAMNA VILL COUN	\$12,373.33	\$12,343.41	\$29.93
IVANOFF BAY VILL COUN	\$12,373.33	\$12,343.41	\$29.93
KENNY LAKE COMM LEAG	\$12,373.33	\$12,343.41	\$29.93
KIPNUK VILLAGE COUNCI'	\$12,373.33	\$12,343.41	\$29.93
KOKHANOK BAY VILL COUN	\$12,373.33	\$12,343.41	\$29.93
KOLIGANEK	\$12,373.33	\$12,343.41	\$29.93
KONGIGANAK	\$12,373.33	\$12,343.41	\$29.93
KWIGILLINGOK IRA COUN	\$12,373.33	\$12,343.41	\$29.93
LEVELOCK VILL COUN	\$12,373.33	\$12,343.41	\$29.93
MANLEY HOT SPRINGS COMM	\$12,373.33	\$12,343.41	\$29.93
MCKINLEY PARK COMM ASSN	\$12,373.33	\$12,343.41	\$29.93
MENTASTA LAKE VILL COUN	\$12,373.33	\$12,343.41	\$29.93
METLAKATLA IRA COUN	\$12,373.33	\$12,343.41	\$29.93
MINTO IRA COUN	\$12,373.33	\$12,343.41	\$29.93
MELCHINA/MENDEL TNA CORP.	\$12,373.33	\$12,343.41	\$29.93

29.6°

25/25 ME
\$5,000 → roads
\$3,000 → H.H. W

COMMUNITY	PROPOSED CHANGE AMOUNT	LAST YEAR AMOUNT	DIFFERENCE
AKHIOK	\$26,109.48	\$25,671.00	\$438.48
AKIAK	\$68,982.28	\$38,789.39	\$30,192.89
AKUTAN	\$30,938.06	\$30,578.87	\$359.19
ALAKANUK	\$72,630.83	\$43,371.52	\$29,259.31
ALEKNAGIK	\$46,194.90	\$31,957.21	\$14,237.69
ALEUTIANS EAST BOROUGH	\$46,569.58	\$46,028.91	\$540.67
ALLAKAKET	\$34,110.24	\$33,420.44	\$689.79
AMBLER	\$106,825.68	\$61,254.61	\$45,571.08
ANAKTUVUK PASS	\$33,302.83	\$32,916.18	\$386.64
ANCHORAGE	\$13,795,824.56	\$12,636,329.20	\$1,157,495.35
ANDERSON	\$46,895.34	\$34,099.26	\$12,796.08
ANGOON	\$28,566.44	\$25,124.68	\$3,441.77
ANIAK	\$164,635.91	\$93,371.74	\$71,264.17
ANVIK	\$34,350.91	\$33,570.75	\$780.16
ATKA	\$48,029.57	\$31,930.19	\$16,099.39
ATMAUTLUAK	\$32,354.55	\$32,035.89	\$318.65
ATQASUK	\$33,302.83	\$32,916.18	\$386.64
BARROW	\$79,662.29	\$78,737.42	\$924.88
BETHEL	\$443,009.25	\$386,516.81	\$56,492.44
BETTLES	\$74,286.54	\$37,142.61	\$37,143.93
BREVIK MISSION	\$33,551.26	\$33,226.50	\$324.76
BRISTOL BAY BOROUGH	\$105,692.15	\$78,802.15	\$26,890.00
BUCKLAND	\$116,560.24	\$65,982.37	\$50,577.87
CHEFORNAK	\$32,339.58	\$32,026.55	\$313.03
CHEVAK	\$32,803.54	\$32,316.31	\$487.23
CHIGNIK	\$31,399.65	\$31,011.29	\$388.36
CHUATHBALUK	\$34,731.33	\$33,963.50	\$767.83
CLARK'S POINT	\$31,442.92	\$31,038.32	\$404.60
COLD BAY	\$31,284.25	\$31,011.29	\$272.96
CORDOVA	\$381,386.54	\$365,196.81	\$16,189.72
CRAIG	\$93,764.56	\$85,406.56	\$8,358.00
DEERING	\$147,798.93	\$84,422.78	\$63,376.16
DELTA JUNCTION	\$85,227.00	\$44,227.06	\$40,999.94
DILLINGHAM	\$115,178.08	\$95,877.30	\$19,300.79
DIOMEDE	\$33,302.83	\$32,916.18	\$386.64
EAGLE	\$28,364.12	\$27,795.11	\$569.00
EEK	\$32,514.69	\$32,135.91	\$378.78
EKWOK	\$30,163.51	\$29,611.85	\$551.66
ELIM	\$48,843.10	\$34,370.79	\$14,472.31
EMMONAK	\$79,727.33	\$66,631.11	\$13,096.23
FAIRBANKS: CITY	\$1,027,097.18	\$887,887.81	\$139,209.37
FAIRBANKS NORTH STAR	\$2,854,465.94	\$2,336,074.46	\$518,391.48
FORT YUKON	\$67,321.75	\$36,907.47	\$30,414.28
GALENA	\$98,015.45	\$85,098.92	\$12,916.53
GAMBELL	\$47,407.07	\$34,050.78	\$13,356.29
GOLOVIN	\$54,115.48	\$34,351.39	\$19,764.09
GOODNEWS BAY	\$32,767.62	\$32,293.87	\$473.75
GRAYLING	\$33,301.47	\$32,562.05	\$739.42
HAINES: CITY	\$102,427.31	\$87,309.78	\$15,117.53
HAINES	\$41,925.11	\$38,960.45	\$2,964.66
HOLY CROSS	\$61,676.74	\$35,192.46	\$26,484.28
HOMER	\$260,462.06	\$231,068.24	\$29,393.82
HOONAH	\$76,572.13	\$57,447.05	\$19,125.08

COMMUNITY	PROPOSED CHANGE AMOUNT	LAST YEAR AMOUNT	DIFFERENCE
PANGUINGUE CREEK H.A.	\$12,373.33	\$12,343.41	\$29.93
FAXSON COMM AFF	\$12,373.33	\$12,343.41	\$29.93
PEDRO BAY VILL COUN	\$12,373.33	\$12,343.41	\$29.93
PILOT POINT VILL COUN	\$12,373.33	\$12,343.41	\$29.93
PITKA'S POINT VILL COUN	\$12,373.33	\$12,343.41	\$29.93
POINT BAKER COMMUNITY	\$12,373.33	\$12,343.41	\$29.93
PORT PROTECTION COMM	\$12,373.33	\$12,343.41	\$29.93
SLEETMUTE	\$12,373.33	\$12,343.41	\$29.93
TAKOTNA COMM ASSN	\$12,373.33	\$12,343.41	\$29.93
TANACROSS VILL COUN	\$12,373.33	\$12,343.41	\$29.93
TATITLEK IRA COUN	\$12,373.33	\$12,343.41	\$29.93
TETLIN IRA COUN	\$12,373.33	\$12,343.41	\$29.93
TOK COMMUNITY UMBRELLA AS	\$12,373.33	\$12,343.41	\$29.93
TOLSONA COMMUNITY CORP.	\$12,373.33	\$12,343.41	\$29.93
TRI-VALLEY COMM LIBR	\$12,373.33	\$12,343.41	\$29.93
VENETIE VILL COUN	\$12,373.33	\$12,343.41	\$29.93
WHALE PASSAGE HOMEOWNERS	\$12,373.33	\$12,343.41	\$29.93
VOLUNTEER FIRE DEPTS			
ANDERSON VFD	\$1,406.26	\$1,402.86	\$3.40
BETTLES VFD	\$206.80	\$206.30	\$0.50
CANTWELL VFD	\$1,661.32	\$1,657.30	\$4.02
CHITINA VFD	\$504.66	\$503.44	\$1.22
CIRCLE	\$311.81	\$311.05	\$0.75
COFFMAN COVE VFD	\$1,014.61	\$1,012.16	\$2.45
COPPER CENTER VFD	\$2,706.82	\$2,700.28	\$6.55
CORDOVA VFD	\$2,529.04	\$2,522.93	\$6.12
CROOKED CREEK VFD	\$813.42	\$811.46	\$1.97
EAGLE	\$376.15	\$375.24	\$0.91
GLENNALLEN VFD	\$4,954.86	\$4,942.88	\$11.98
ILIAMNA VFD	\$794.09	\$792.17	\$1.92
KENNY LAKE LEAGUE VFD	\$3,211.48	\$3,203.72	\$7.77
KLAWOCK	\$584.71	\$583.30	\$1.41
KLUKWAN VFD	\$857.72	\$855.65	\$2.07
KOLIGANEK VFD	\$1,171.92	\$1,169.09	\$2.83
KONGIGANAK VFD	\$1,661.12	\$1,657.10	\$4.02
LEVELOCK VFD	\$845.32	\$843.28	\$2.04
MCKINLEY VFD	\$1,254.69	\$1,251.66	\$3.03
METLAKATLA VFD	\$7,641.77	\$7,623.29	\$18.48
PILOT POINT VFD	\$461.08	\$459.97	\$1.12
RURAL DELTANA VFD	\$15,344.78	\$15,307.66	\$37.12
STEVENS VILLAGE VFD	\$758.33	\$756.50	\$1.83
TAKOTNA VFD	\$317.10	\$316.33	\$0.77
TANACROSS VFD	\$806.59	\$804.64	\$1.95
TOK VFD	\$8,141.73	\$8,122.03	\$19.69
TRI-VALLEY VFD	\$5,218.33	\$5,205.71	\$12.62
WHALE PASS VFD	\$351.40	\$350.55	\$0.85
YAKUTAT VFD	\$969.60	\$967.25	\$2.35

TOTAL	\$45,347.000	\$38,359,343	\$6,987,657

TAX EQUAL=	\$25,564,667	\$25,564,667	\$0
MISC SVC=	\$19,782,333	\$12,782,333	\$7,000,000

time in which to respond or to challenge the department's determination.

(b) The department shall make reasonable efforts to advise and assist municipalities in collecting information and completing reports necessary for the determination of entitlements under AS 29.60.010 — 29.60.080.

(c) The department shall, by regulation, classify for inclusion or exclusion as a component of a municipality's millage rate equivalent under AS 29.60.010 any tax revenue appropriated for a utility not included in the definition set out in AS 29.60.080(2). (§ 16 ch 74 SLA 1985)

Sec. 29.60.080. Definitions. In AS 29.60.010 — 29.60.080

(1) "taxing unit" means a municipality and

(A) in a borough or unified municipality, a service area or the entire area outside cities;

(B) in a city, a differential tax zone;

(2) "utility" means electric, water, sewer, gas, heat, telephone, or refuse and garbage collection service. (§ 16 ch 74 SLA 1985)

Article 2. State Aid for Miscellaneous Purposes.

Section

- 100. Revenue sharing payable
- 110. State aid to municipalities for roads
- 120. State aid to municipalities and other eligible recipients for health facilities and hospitals
- 130. State aid to volunteer fire departments not in organized municipality

Section

- 140. State aid to unincorporated communities
- 150. Population determination
- 160. Area cost-of-living differential
- 170. Miscellaneous services account
- 180. Regulations

Sec. 29.60.100. Revenue sharing payable. In addition to the equalization entitlements paid under AS 29.60.010 — 29.60.080, during each fiscal year the department shall pay aid

(1) to a municipality or other eligible recipient that has the power to provide the services described in AS 29.60.110 — 29.60.130 and exercises the power in the manner required by AS 29.60.100 — 29.60.180;

(2) to an unincorporated community under AS 29.60.140. (§ 16 ch 74 SLA 1985)

Sec. 29.60.110. State aid to municipalities for roads. (a) The department shall pay to a municipality that has power to provide for road maintenance and exercises that power, \$2,500 a mile for each mile of road, street, or highway maintained by the municipality, excluding (1) the official state highway system (2) roads, streets, or

AS 29.60.100 — 29.60.180

highways not dedicated to public use, (3) roads, streets, or highways maintained under the local service road program (AS 19.30.111 — 19.30.251), and (4) alleyways, in accordance with regulations adopted by the Department of Transportation and Public Facilities. A payment may not be made under this subsection for maintenance of a road that is not used by automotive equipment.

(b) A frozen waterway and a connection from an inhabited area to a waterway that may be safely used for public transportation by automotive equipment and is so used during a portion of a year is eligible for payment of \$1,500 per mile if the waterway and connection are maintained during the period of use by a municipality or combination of municipalities. The department, after consultation with the Department of Transportation and Public Facilities, shall determine which waterways and connections qualify and, where the waterways or connections lie outside the corporate limits of a municipality, which municipalities shall receive the payments under this subsection, unless the municipalities involved have agreed in writing to a particular distribution. (§ 16 ch 74 SLA 1985)

Sec. 29.60.120. State aid to municipalities and other eligible recipients for health facilities and hospitals. (a) The department shall pay

(1) to a municipality that has the power to provide hospital facilities and services and that exercises that power, \$1,000 per bed for each bed actually used for patient care, limited to the number of beds provided for in the construction design of the hospital, or \$250,000 a hospital for those hospitals with 10 or more beds, or \$50,000 a hospital for those hospitals with less than 10 beds, as the municipality may elect; money received under this paragraph may be used only for hospitals and shall be apportioned among qualifying hospitals as the municipality determines;

(2) on the basis set out in (1) of this subsection to a municipality for a nonprofit hospital not operated by a municipality if the municipality first certifies to the department that the nonprofit hospital is in compliance with all standards for hospitals that have been adopted by the municipality; money may not be paid on behalf of a nonprofit hospital without this certification; payments to the municipality shall be transferred to the nonprofit hospital in accordance with the basis by which the payment was generated by the hospital, and shall be applied to the annual cost of operation and maintenance of the hospital or for the provision of health care service at the hospital as the directors of the hospital determine;

(3) to a municipality in which a health facility is operated, \$2,000 per bed for each bed actually used for patient care, limited to the number of beds provided for in the construction design of the health facility, or \$8,000 per health facility as the municipality determines.

Sec. 29.60.160. Area cost-of-living differential. (a) Payments to a municipality or other eligible recipient under AS 29.60.110 — 29.60.130 shall reflect area cost-of-living differentials. Payments shall be based on the sum of per capita, per mile and per bed or facility grants due each municipality or other recipient multiplied by the appropriate area cost-of-living differential. The area cost-of-living differential for each recipient shall be determined annually by election district under the provisions of AS 39.27.030. Application of the area cost-of-living differential may not result in distribution of an amount less than the amount of the payment determined without reference to application of this section.

(b) The election districts used to established area cost-of-living differentials under (a) of this section are those designated by the proclamation of reapportionment and redistricting of December 7, 1961, and retained for the house of representatives by proclamation of the governor September 3, 1965. (§ 16 ch 74 SLA 1985)

Sec. 29.60.170. Miscellaneous services account. The miscellaneous services account is established. Money to carry out the provisions of AS 29.60.100 — 29.60.180 shall be allocated by the department to the account in accordance with AS 29.60.280. If amounts in the account are insufficient to pay each municipality's or other recipient's share authorized under AS 29.60.100 — 29.60.180, the amount that are available shall be distributed pro rata among eligible municipalities and other recipients. (§ 16 ch 74 SLA 1985)

Sec. 29.60.180. Regulations. The department shall adopt regulations necessary to carry out the purposes of AS 29.60.100 — 29.60.180. The regulations shall include minimum standards required to qualify a municipality or other recipient for payments for each service. The department may require a municipality or other recipient to submit performance report adequate to demonstrate to the department that service for which payment is requested under AS 29.60.100 — 29.60.180 was performed by the municipality or other recipient and meets minimum standards of service prescribed by regulation. (§ 16 ch 74 SLA 1985)

Article 3. Administration of State Aid Programs.

Section

280. Allocation and distribution

290. Qualification for minimum payment

Section

300. Proration of payments

S B

543

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 4/4/90

FURTHER: L & C
Finance

Date of 5-Day Notice: 4-12-90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 4-19-90

Transportation

Committee considered

SB 543

AK Industrial Development and Export Authority to issue bonds for an aircraft maintenance facility located at the Anchorage International Airport; granting the authority an exemption from the state procurement code for contracts relating to airports; efd.
and recommended:

- replace with _____ CS _____ same title
- attached amendment(s) new title
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

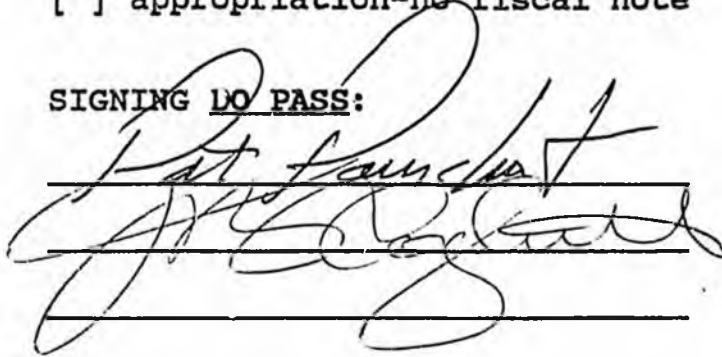
fiscal note(s) _____

zero fiscal. note(s) DCED

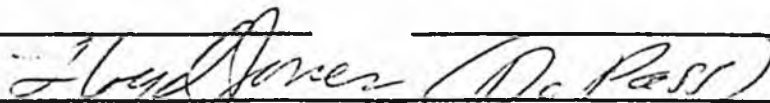
appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:



OTHER RECOMMENDATIONS:


Chair: Signature and Recommendation

STEVE COWPER
GOVERNOR



543

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

April 4, 1990

The Honorable Tim Kelly
President of the Senate
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Mr. President:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the development of an aircraft maintenance facility at the Anchorage International Airport. This bill provides the authorization necessary for the Alaska Industrial Development and Export Authority (AIDEA) to issue bonds to finance the acquisition, design, and construction of a multi-bay aircraft maintenance facility. The facility will be owned by AIDEA.

The maintenance facility would include an enclosed hangar and associated support shops, and an aircraft parking apron for outdoor maintenance and equipment staging. An aircraft maintenance facility in Alaska would create jobs and income for state residents. The facility could strengthen the state's role as an international air crossroads at a time when overflights are reducing some of the state's international passenger flights. The facility would help to attract new international air carriers and solidify the presence of existing airlines by providing one of the basic support services that the international airlines need. The facility could also make maintenance activities more convenient for interstate and intrastate airlines by locating a maintenance base at the same airport through which many of the aircraft are routed.

While no major airlines have committed to lease the facility, both Alaska Airlines and Federal Express have officially notified AIDEA of their interest. This bill will give AIDEA the ability to move quickly to finance the facility once negotiations for leases with potential users are successfully concluded. Out of respect for a coordinate branch of state government, I am seeking the authorization required by AS 44.88.172(c) to issue bonds to finance the maintenance facility; I have been advised by the attorney general that I am not required to obtain this


approval because sec. 172(c) is of doubtful constitutional validity.

The bill also contains an exemption from the state procurement code (AS 36.30). This exemption would give airport projects owned by AIDEA the same treatment under the state procurement code afforded to the Department of Transportation and Public Facilities (DOT/PF). Under AS 36.30.850(b)(8), contracts relating to airports are exempt from the code. Airport projects are specialized facilities that must be tailored to industry standards. DOT/PF has learned that the primary users of airport facilities are eager to take responsibility for facilities that they will ultimately be required to use under the terms of a long-term financing lease. Such a transfer of responsibility not only assures a satisfied customer, it also shifts the responsibility from the state to the user for liability stemming from the implementation of the project.

The Alaska International Airport System will be submitting a separate budget amendment that will authorize the expenditure of up to \$8,000,000 in airport revenue for site development for the maintenance facility.

I urge you to pass this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Cowper", written over the typed name below.

Steve Cowper
Governor

54

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An Act relating to issuance of bonds and procurement of an Aircraft Maint. Fac.
Sponsor: Rules Committee
Requestor: Governor

Agency Affected: Commerce & Economic Dev.
BRU: Alaska Industrial Development and Export Authority
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

Analysis is attached as page 2.

Prepared by: William R. Snell, Deputy Director - Development Phone: (907) 561-8050
Division: Alaska Industrial Development and Export Authority Date: 4/2/90

Approved by Commissioner: Larry Mercier Date: 4/2/90
Agency: Department of Commerce & Economic Development

Distribution (by preparer):

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

LW/dg16663D/0402

Fiscal note - Analysis

ANALYSIS

Section 1 of this bill would give AIDEA the authority to issue up to \$50 million in bonds for the acquisition, design and construction of a multi-bay aircraft maintenance facility located at Anchorage International Airport to be owned by the authority.

Preliminary cost estimates range from \$25 million to \$50 million, with the final cost depending on the number of users and their requirements.

o Development Schedule

The project development sequence is as follows:

- Phase I - obtain airline consensus and commitments
- Phase II - design development and permitting
- Phase III - construction

It is expected that Phases I and II would be completed in 1990 and Phase III in 1991.

Section 2 of this bill would exempt AIDEA from the competitive bidding requirements of the state procurement code (AS 36.30) for contracts related to airport construction. The exemption would give the project the same status under the procurement code as other airport projects undertaken by the Department of Transportation and Public Facilities (see AS 36.30.850(b)(8)).

This would allow the delegation to users the responsibility for the design and construction facilities that are intended for a special airport use. This approach recognizes that the state and primary users are partners in the project and that the facility should be designed with the special needs of the user in mind. The state also benefits by extracting indemnification from the user for any liability related to the performance under the delegation.

No separate legislative appropriation is required for AIDEA to issue the revenue bonds; therefore, the fiscal note is zero.

PROJECT TITLE: AIAS DEVELOPMENT FUND

FISCAL YEAR 1991

REGION: AI

LOCATION: STATEWIDE

COMPLETION DATE:

ELECTION DISTRICT: 99

APPROPRIATION TO: DOT&PF

WORK TYPE:

PROGRAM: AVINTL

FUNDING	CAPITAL REQUEST	OPERATING COSTS	NEW POSITIONS (PFT)
1002 FEDERAL RECEIPTS:			
1003 GENERAL FUND MATCH:			0
1004 GENERAL FUND:		\$0.0
1005 PROGRAM RECEIPTS:		
1007 INTER-AGENCY RECEIPTS:			
1026 HWCF:			
1027 IARF:	\$8,000.0		
1061 CIP RECEIPTS:			
OTHER FUND:			
TOTALS:	\$8,000.0		

****PROJECT DESCRIPTION:**

DEVELOPMENT FUNDS WILL BE USED TO STIMULATE NEW PRIVATE SECTOR DEVELOPMENT AT ANCHORAGE AND FAIRBANKS INTERNATIONAL AIRPORTS. FUNDS WILL BE USED FOR DESIGN AND CONSTRUCTION OF BASIC SITE PREPARATIONS AND LAND IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, EXCAVATION AND BACKFILL OF LEASELOTS, UTILITIES, RAMP, TAXIWAY, ACCESS ROAD DEVELOPMENT, VEHICLE PARKING AREAS, LOT DRAINAGE, AND SECURITY FENCING. PRIVATE DEVELOPMENTS MAY INCLUDE SUCH FACILITIES AS AIRCRAFT FACILITIES, CARGO STORAGE AND HANDLING, AIRCRAFT PARKING AND REFUELING AND OTHER PRIVATE DEVELOPMENTS.

****PROJECT JUSTIFICATION:**

THE AIAS HAS HAD EXPRESSIONS OF INTEREST FROM A NUMBER OF TENANTS FOR MAJOR NEW DEVELOPMENTS AT ANCHORAGE AND/OR FAIRBANKS INTERNATIONAL AIRPORTS. DEVELOPMENT FUNDS ARE NEEDED TO RESPOND QUICKLY TO AIRPORT TENANT NEEDS FOR CONSTRUCTION OF SITE IMPROVEMENTS, SUCH AS WAS PROVIDED TO FEDERAL EXPRESS IN 1989 AND 1990. IF THE AIAS IS UNABLE TO RESPOND QUICKLY TO TENANT NEEDS, THE PROPOSED DEVELOPMENT MAY NOT OCCUR OR IT MAY OCCUR AT ANOTHER AIRPORT OUTSIDE ALASKA. THE ABOVE FUNDING AMOUNT HAS BEEN DETERMINED BASED ON INFORMATION FROM COMPANIES WHO HAVE INDICATED THEIR INTEREST IN DEVELOPMENT AT AIAS IN FY 91.

AIAS Budget amendment

S C R

3



Official Business

Alaska State Legislature

JAN 25 1989

Copy TO Terry
P.O. Box V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

January 23, 1989

TO: Senator Lloyd Jones, Chairman
Senate Transportation Committee

FROM: Senator Al Adams *AAA*

I would appreciate it if you would schedule SCR 3 at your earliest convenience.

This resolution simply directs the Department of Transportation to amend their regulations for the lease of land at state owned airports to allow for rent free leases to squadrons of the Alaska Wing of the Civil Air Patrol. Currently there are seven such leases, all being rent free except for the lease at the Barrow airport. The problem, according to DOT, is that current regulations do not allow for the waiver of rents at state owned airports.

Alaska State Legislature

Al Adams
District L

WHILE IN SESSION
P.O. Box V
State Capitol
Juneau, Alaska 99811
(907) 465-3707

OUT OF SESSION
P.O. Box 333
Kotzebue, Alaska 99752
(907) 442-3245

3111 C Street
Anchorage, Alaska 99503
(907) 561-7622

Official Business

MEMORANDUM

February 8, 1989

TO: Senator Lloyd Jones, Chairman
Senate Transportation Committee

FROM: Senator Al Adams *APA*

Thank you very much for scheduling SCR 3 for committee meeting tomorrow. As you probably noticed from the back-up material provided to you by my office, this has been a longstanding, irritating problem.

Today I was assured by the Commissioner of DOT that this problem will be taken care of this year.....the regulation amendment process is to begin in mid-March.

Cosequently, I would appreciate it if you would remove this bill from the committee schedule tomorrow. (If there are problems down the line, I may have to ask again that it be scheduled.)



Alaska State Legislature

SENATE

Official Business

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

MEMORANDUM

January 23, 1989

TO: Senator Lloyd Jones, Chairman
Senate Transportation Committee

FROM: Senator Al Adams *AA*

I would appreciate it if you would schedule SCR 3 at your earliest convenience.

This resolution simply directs the Department of Transportation to amend their regulations for the lease of land at state owned airports to allow for rent free leases to squadrons of the Alaska Wing of the Civil Air Patrol. Currently there are seven such leases, all being rent free except for the lease at the Barrow airport. The problem, according to DOT, is that current regulations do not allow for the waiver of rents at state owned airports.

The following information is included as back-up to this resolution:

1. An analysis of the resolution by George Utermohle, Legislative Counsel.
2. 1/12/87 letter from James Caress, Barrow Civil Air Patrol, outlining the problem and requesting assistance.
3. 2/10/87 letter from DOT outlining the current situation with specific information about CAP leases around the state. This includes the recommendation that the legislature pass a resolution to give direction to DOT to waive rents for all CAP land leases on state-owned airports.

4. The 10/29/82 letter from DOT saying that waivers will be granted on all CAP leases on all airports with two exceptions.
5. 1/16/86 letter from DOT Leasing to DOT Commissioner's Office recommending that the 1982 CAP rent waiver policy be rescinded because of DOT regulations under Title 17 of the Alaska Administrative Code.
6. 3/17/87 letter from DOT in support of granting a rent waiver, but also saying that DOT needs to get direction from the legislature regarding rent for CAP leases on state airports.
7. 8/28/87 letter from DOT saying regulations changes take time, supporting the waiver for CAP leases, and indicating that DOT would work on this particular issue first, if possible, although they were working on a comprehensive rewrite of Title 17 and this would definitely be a part of that rewrite.
8. 11/2/87 letter to DOT leasing, from DOT Northern Region saying they knew that DOT Leasing didn't think the Commissioner had authority under the regulations to issue these CAP waivers, but Northern Region feels that the Commissioner has very broad authority if it is in the best interest of the state. Northern Region believes that this instance meets the test.
9. 2/10/87 letter from DOT to Barrow CAP saying that changing regulations is a time consuming process, consequently there is no way of having the rent waiver amendment completed before rent became due at the Barrow CAP. This letter directs the accounting office to postpone the collection of rent at the Barrow CAP until the rent waiver regulations is adopted.

STATE OF ALASKA
THE LEGISLATURE

POUCH Y STATE CAPITOL
JUNEAU, ALASKA 99811
907 465 3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

September 21, 1988

SUBJECT: Leases by the Civil Air Patrol at State-Owned
Airports (W.O. 6-0102)

TO: Representative Al Adams

FROM: George Utermohle *GU*
Legislative Counsel

Enclosed is the resolution requested by Marla Berg of your staff, regarding the lease by the Civil Air Patrol squadron based the Barrow airport.

In addition to requesting that the Department of Transportation and Public Facilities grant a rent-free lease to the Barrow CAP squadron, the resolution also requests the department to amend its airport leasing regulations in order to provide for rent-free leases to all CAP squadrons. The department apparently has sufficient statutory authority under AS 02.15.070 and 02.15.090 to waive lease payments if it is in the public interest to do so, however in my opinion the department's regulations do not allow it to waive lease payments by the CAP at state-owned airports. Under 17 AAC 40.340 the department must lease airport land for a reasonable fee and, except for leases for utility corridors and government agencies directly involved in airport operations, the department may not waive lease payments. The department must amend its regulations in order to give itself the authority to waive lease payments for leases of airport lands to the CAP.

Please contact me if I can provide further assistance.

Enclosure

GU:gc
WKG3/110



HEADQUARTERS
FARTHEST NORTH SQUADRON

CIVIL AIR PATROL
AIR FORCE AUXILLIARY
P.O. Box 630
Barrow, Alaska 99723



January 12, 1987

Alaska State Legislature
House of Representatives
Representative Al Adams
Pouch V, State Capitol
Juneau, Alaska 99811

Dear Representative Adams:

This letter from the Barrow Civil Air Patrol Squadron is presented to you as a plea to intercede in our behalf.

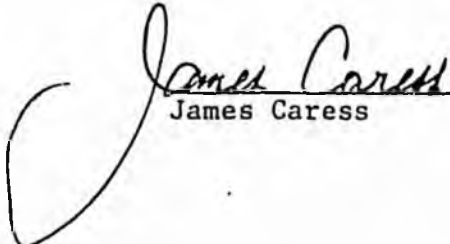
In an endeavor to mature our CAP squadron capability, we obtained a State of Alaska "lease lot" that is in proximity to the Airport proper. It was our impression that the final outcome of the lease lot arrangement would be at no cost to the local squadron. After receiving notice from the "State" that our squadron was legally liable for the lease amount, we turned to CAP Wing Headquarters but received no measure of relief, politically or financially.

Our local squadron did raise the money through our own efforts to pay the lease amount plus a late charge. This "lease lot" is nothing more than tundra and as of yet has no tie to a taxiway or runway until the "State" completes the new taxiway. In addition to paying the yearly lease lot payment, we have purchased and paid for a legal plot plan survey of the lot, culverts for the lot and now are faced with purchasing gravel (which costs more than gold in Barrow) to fill the lot to the specified grade. We have also built a 12' x 20' building for flight line use that is fully heated, has lighting, telephone, wall maps, etc. and is ready to be moved to the lease lot when "fill" and utilities are in.

For our squadron to continue on towards establishing a "home", or more properly, a base of operations is becoming financially unfeasible as we are very few in number to continue supporting this type of debt structure. We know of no other CAP squadron located in the "Bush" that pays lease lot money on the same basis as private enterprise. Enter our plea to you for help in obtaining financial relief from yearly lease lot payments to the "State".

Your consideration in this matter would be greatly appreciated and in behalf of our Community and CAP squadron, I thank you for your time.

Respectfully,


James Caress

STATE OF ALASKA

Steve Cowper, Governor

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

2301 Peger Road
Fairbanks, Alaska
99709-6394

NORTHERN REGION, Deputy Commissioner

(907) 451-2210

February 10, 1987

Re: Civil Air Patrol Lease
Barrow Airport
#87-27

The Honorable Al Adams
Alaska State House
P. o. Box V
Juneau, Alaska 99811
(Mail Stop 3100)

Dear Representative Adams:

On January 30, we received a call from J. C. Bradshaw of your office requesting information about the status of the Civil Air Patrol (CAP) leases on State airports and, more specifically, about the status of the CAP lease at the Barrow Airport.

The CAP lease at Barrow is unique in that the Farthest North Squadron agreed to pay a little over \$1,500.00 per year rent. The other six CAP land leases at State airports are rent free. We will discuss the lease at Barrow first, then briefly describe the other CAP leases.

In mid-December, 1985, our Leasing Office received an application from "Civil Air Patrol/50078" for a lease lot on the Barrow apron. The application was signed by David B. Wiseman, Squadron Commander. In January, 1986, Charlie Parr, our Leasing Chief, had several conversations with Mr. Wiseman. Parr informed Wiseman that under DOT's current regulations it appeared CAP would be required to pay rent and confirmed that with the Statewide Leasing Coordinator (see attached memo dated 1/16/86). A lease containing provisions for payment of rent was sent to Wiseman in mid-February. Notices regarding the proposed lease were posted at the Barrow Post Office, the MarkAir Terminal, and the Cape Smythe Terminal for 30 days. No comments were received in response to

the notice. The lease was reviewed by the Alaska Wing Commander, Colonel Anderson, in Anchorage and then signed on behalf of the CAP by Evelyn Wegmer, Wing Finance Officer. On April 25, an invoice for the rent was sent to the CAP Squadron in Barrow. On July 15, they were sent a notice that the rent was more than 30 days past due. At about this time, Jim Caress became our contact person for the Barrow CAP Squadron. On August 11, Parr spoke with Wing Commander Anderson, who had called regarding the rent situation at Barrow. Parr suggested that Anderson contact Steve Pavish, Statewide Leasing Coordinator, because Pavish was working on a survey of rent-free leases for then Commissioner Knapp. At Anderson's request, Parr also gave him the Commissioner's telephone number. Pavish discussed the matter with Anderson and, as an interim solution, suggested the CAP pay the rent and then follow up with the Commissioner. To our knowledge, that was the Department's last contact with anyone at Wing regarding this matter. Meanwhile, our Leasing Section continued to work with Caress toward a resolution of the rent problem. Our Finance Section continued to send out its standard form letters, including one dated October 5 which said we were turning the matter over to our Legal Section. At about the same time we received a proposal from Caress on how the Barrow Squadron intended to pay its rent by hosting a "HazMats" Seminar. On October 10, we sent Caress a letter stating that no legal action would be taken in view of the Squadron's conscientious efforts and the scheduling of the seminar. On December 3, the rent was received by our Finance Section. In early January, we discussed revising the payment due dates with Caress and prepared a lease amendment which would dovetail with the Squadron's ability to pay. Caress informed us that he would contact the Legislature with the goal of having rents waived for all CAP leases of State airport lands. On January 30, we received the inquiry from your office. On February 2, Charlie Parr and I met with Nancy Alley, newly elected Commander of the Barrow Squadron. She informed us that the lease containing the agreement to pay rent should never have been signed by Wing, and apparently that happened in error. Commander Alley also said that the Barrow Squadron was led to believe by Wing that State funds would be available for the rent payment. However, when the time came, no such funds were available and Wing advised the Barrow Squadron to pay the rent. We informed Commander Alley of your request and told her that when our response to you was complete we would send her a copy. We also suggested she prepare a new request for rent waiver and address it directly to me. I will forward it with a recommendation for waiver to the Commissioner.

The CAP also leases land at Fort Yukon, Valdez, Kotzebue, Birchwood, Sitka, and Fairbanks Airports. The oldest of these leases is at Fairbanks International Airport, where the Yukon Senior Squadron has had a lease since 1967. The lease is in the name of the Department of Military Affairs, and no rent was charged until 1981. (Our records contain no explanation as to why the lease was rent free for 14 years.) The Department of Military Affairs paid rent of \$3,300.00 per year for five years beginning July of 1981. In the spring of 1986, the Squadron requested a rent waiver from the Commissioner. I supported that request as did our Airport Director. On April 25, 1986, Commissioner Knapp waived the rent for one year only pending a review of the rent waiver policy on a Statewide basis.

The second oldest CAP lease is at Sitka. Our records indicate that application for lease was received from Baranof Composite Squadron in November of 1977 with a request from the City and Borough of Sitka that rent be waived. The lease with the Squadron became effective July 26, 1978, with a provision waiving rent and another provision restricting the use of the lot to operations only and specifically prohibiting parking of private aircraft on the lot. The record does not reveal who actually made the decision to waive rent.

CAP has had a lease (in the name of the Department of Military Affairs) at Kotzebue since spring of 1980 and paid rent the first two years. The CAP hangar was constructed with a \$400,000 Legislative appropriation. In the fall of 1982, Wing Commander Anderson wrote to then Commissioner Ward requesting that all CAP's be able to use State airport lands at no cost. Anderson said the CAP was funded by the State for maintenance, etc., and that part of the State funds were spent on land leases and therefore moving merely from one pot to another. In response to Anderson's request, Commissioner Ward decided CAP should not pay rent at rural airports; however, they should continue to pay rent at the International Airports. A copy of Deputy Commissioner Ryan's letter outlining Ward's decision is enclosed.

What apparently precipitated the renewed interest in waiving rent for the CAP was a new facility to be constructed at Birchwood Airport. The CAP, through the Department of Military Affairs, entered into a lease agreement requiring payment of rent in July, 1982. In November, 1982, the lease was amended to delete all references to rent in accordance with Ward's decision.

In the summer of 1983, Wing submitted applications for leases at Fort Yukon and Valdez. Those leases were first prepared with a rent clause in them. However, they were amended to conform to Ward's decision and leases without rent provisions went into effect with Wing on March 15, 1984, at both Fort Yukon and Valdez.

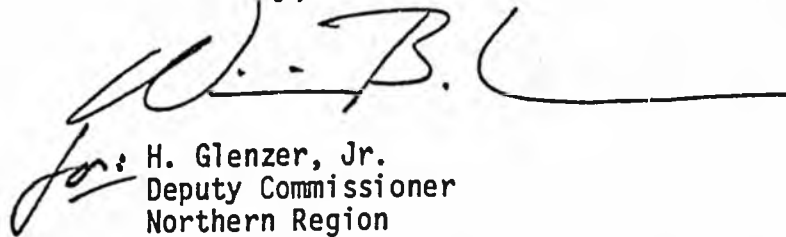
SUMMARY

In summary, there are seven leases of State airport land for CAP purposes: three through the Department of Military Affairs, two through Wing, and two with individual Squadrons. All leases but Barrow are rent free. Ward's 1982 decision regarding rural airports and Knapp's 1986 decision regarding Fairbanks International may be in violation of existing regulations.

RECOMMENDATION

We recommend that the Legislature by resolution give direction to the Department to waive rents for all Civil Air Patrol land leases on State-owned airports. We estimate that in Fiscal Year 88, the market rent of the existing seven leases is approximately \$50,000 per year.

Sincerely,


for: H. Glenzer, Jr.
Deputy Commissioner
Northern Region

CLP/edh

Enclosures: Deputy Commissioner Ryan's Policy Letter

cc: Nancy Alley/Commander/Farthest North Squadron/Civil Air Patrol/Barrow AK
Susan Flieschhauer/Legislative Liaison/Headquarters
Rocky Gutierrez/Commissioner
Legislative Assistant/Office of the Governor
John Martin/Chief of Planning and Research/Northern Region
Charles L. Parr/Chief/Airport Leasing/Northern Region
Stephen Pavish/Statewide Leasing Coordinator
Sharon Robinson/Planner/Northern Region

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

4111 AVIATION AVENUE
POUCH 6900
ANCHORAGE, ALASKA 99502
(TELEX 25-185)
266-1441

October 29, 1982

Re: Civil Air Patrol
Waiver of Lease Rent

Russell J. Anderson, Colonel
CAP Wing Commander
P.O. Box 1836
Anchorage, AK 99510

Dear Colonel Anderson:

Commissioner Ward has requested me to reply to your letter of August 25, 1982, since the leasing of all airport lands statewide falls under my responsibility.

Presently under the Alaska Administrative Code, Title 17, Chapter 40, Aviation, the Department's ability to relax airport lease fee requirements in behalf of the Civil Air Patrol is very limited. However, we believe that the aviation service functions performed by CAP fall within the narrow category where the Administrative Code permits the Commissioner to grant rent waivers.

I discussed the matter with Commissioner Ward and received his approval for a rent waiver for certain CAP airport leases. Waivers will be granted for all CAP leases on all airports in the State Airport System, with the following exceptions:

- A. Land or building leases on airports covered by the International Airport Revenue Fund (AS 37.15.430). The only fee exclusions for state agencies under the provisions of the fund apply to agencies which are directly involved in the operation, management or construction of international airports.

Colonel Anderson

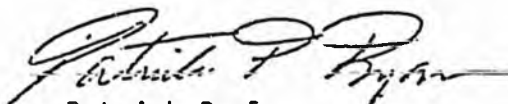
Page 2

October 29, 1982

5. On trunk and secondary airports in cases where CAP uses DOT/PF building space. In such cases, rent would be limited to a reimbursement of DOT/PF's utility costs for the space used. (An example of this is the Homer Airport CFR station where CAP leases one apartment unit for search coordination, meetings, etc. In that lease the CAP reimburses DOT/PF for utility costs at the rate of \$120.00/month.)

The rent waiver will be effective beginning on November 1, 1982. Within the next 30 days, the Division of Airport Leasing will be issuing appropriate amendments for those CAP leases which are subject to the waiver.

Sincerely,



Patrick P. Ryan
Deputy Commissioner
Maintenance and Operations
Department of Transportation
and Public Facilities

cc: Claude Millsap, Director
Division of Airport Leasing

Pat Rodgers
Regional Accounting Supervisor

Robert W. Ward, Commissioner

TO: Warren Sparks, Deputy Commissioner
Headquarters

DATE: January 16, 1986


FILE NO.:

THRU: Dan Malick, Director
Management and Finance
Headquarters

TELEPHONE NO.: 266-1444

SUBJECT: Civil Air Patrol
Waiver of Lease Rent

FROM: Stephen Pavish
Statewide Leasing Coordinator



Attached is a copy of an October 29, 1982 memorandum by Claude Millsap (then Director of Airport Leasing) regarding the waiver of rent for airport leases held by the Civil Air Patrol (CAP). The memo records a decision by then Commissioner Robert Ward to waive the rent for all CAP leases, with the exception of two narrow categories. The policy was effective November 1, 1982 and, in the absence of a contrary decision by any of the succeeding Commissioners, it continues in force today.

In 1982 I recommended against the adoption of this policy for several reasons. Concern for the Truck & Secondary Airports rent project and the recent filing of a lease application by the CAP in Northern Region prompts me to ask for reconsideration of the policy.

Despite the inferences in the October 29, 1982 memo that a rent waiver for CAP leases is consistent with 17 AAC 40.340 (a), the fact is that the waiver is contrary to the regulation. The last sentence of 17 AAC 40.340 (a) (copy attached) reveals that rent waivers may be authorized at the Commissioner's discretion only in two very limited categories of land use:

1. Easements or rights-of-way for utilities that serve the airport.
2. FAA or other government activities directly related to the operation of an airport such as landing aids, weather instruments, and control towers.

Since the first category only applies to utility easements, we must look to the second for the criteria applicable to leases. According to the regulation, lease rent waivers can only be granted if the lessee is a government agency that performs functions under the lease which are directly related to the operation of an airport. Based on the wording of this part of the regulation, the phrase, "directly related to the operation of an airport" clearly covers a very narrow group of functions necessary for:

- A. The navigation of aircraft enroute to and from an airport.
- B. The safe use by aircraft of airport approaches, runways, taxiways, and aprons.
- C. The direct maintenance or operation of the airport.

With one exception, all CAP lease sites on DOT&PF airports are used for the tie-down and maintenance of aircraft, as well as for meetings and search coordination. The one exception is an apartment in the Homer Airport CFR

building that is leased to the CAP for meetings and search coordination only. CAP has constructed hangars on several of their airport lease sites.

There is no disputing the fact that the search and rescue operations performed by the CAP are valuable public services. However, virtually none of the functions performed on CAP lease lots are "directly related to the operation of an airport", as defined in 17 AAC 40.340 (a). Furthermore, the CAP is not a government agency. Although the Alaska wing of the CAP receives most of its funding from government sources, it is, nonetheless, just a branch of a non-profit corporation established by Congress on July 1, 1946 (36 USC 201-208). Therefore, neither the CAP, as an organization, nor the land use under the CAP leases, satisfy the rent waiver criteria in 17 AAC 40.340 (a).

In addition to being inconsistent with Title 17, the CAP rent waiver policy doesn't conform with the spirit, if not the letter, of our grant assurances with the FAA. By Provision No. 24 of the FAA assurances, DOT&PF commits to ". . . maintain a fee and rental structure . . . which will make the airport as self-sustaining as possible . . ." Granting rent-free leases, when there is no direct reciprocal benefit to the airport, militates against the assured goal of a self-sustaining revenue structure. In some Lower '48 cases, federal funding has been withheld or restricted by the FAA at airports where prime aviation land was tied up in long-term, rent-free leases.

The existence of the 1982 CAP rent waiver policy may also place our airport land rental rate schedule in some jeopardy. This is because AS 02.15.090 (a) stipulates that the Department establish ". . . charges, rentals, and fees for the privileges or services, which are reasonable and uniform for the same class of privilege or service." (Emphasis added; according to the statute, leases are included in the word "privileges".) Under the uniform treatment requirement of the statute, other non-profit corporations that lease airport land could argue that the CAP rent waiver policy should be applied to all non-profit corporation leases. That would result in a significant loss in revenue since non-profit corporations currently pay rent on approximately 30 airport leases statewide. In the past, non-profit organizations have rarely objected to paying rent, probably because of our very low rental rates. However, as we go through our rent increase project this year, non-profit lessees will undoubtedly become more sensitive to this issue. In my opinion, the Department's legal and political position in the rent increase project will be significantly improved if we eliminate the 1982 CAP waiver and take a very narrow approach to rent waiver requests in the future.

In view of the foregoing, I strongly recommend that the October 26, 1982 CAP rent waiver policy be rescinded by Commissioner Knapp as soon as possible.

Attachments (2)

SP:mc

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION AIRPORT LEASING

Steve Cowper, Governor

2301 Peger Road
Fairbanks, Alaska
99709-6394

(907) 451-2217

March 17, 1987

Re: Barrow Airport
Lease Agreement ADA-70220

Nancy Alley, Commander
Civil Air Patrol/70058
Box 630
Barrow, Alaska 99723

Dear Ms. Alley:

Your February 16 letter requesting a waiver of rents for your lease at Barrow Airport was received by Deputy Commissioner Glenzer on March 11 and forwarded to me for handling. I will be preparing the recommendation for a rent waiver and submitting it to the Statewide Leasing Coordinator for his review. After he has reviewed it, he will attach his recommendation and forward it to the Commissioner. The final decision to grant (or not to grant) the rent waiver will be made by the Commissioner.

On January 14, we sent the Squadron a lease amendment which increased the size of the lot and therefore the rent, based on the survey you submitted to us. On March 6 that amendment, which had been signed by Troy Sullivan on the 3rd, was returned to us. However, the front of the lease had been marked with a magic marker "Rent to CAP does not apply--see attached." Attached was an October 29, 1982 memo from Claude Millsap, Director of what was then the Division of Airport Leasing, to the Leasing staff. In that memo, Millsap directed that rent for CAP would be waived with certain exceptions. (I am enclosing a copy of the lease amendment as marked up by Mr. Sullivan.)

Your original lease agreement, which was effective March 15, 1986 and signed on behalf of the Civil Air Patrol on April 8, 1986, contained Special Covenant No. 2, which stated that the State and Civil Air Patrol would sign a supplement to amend the premises description upon completion of the survey. That same original lease agreement, in Basic Provision No. 4, provides that the Civil Air Patrol will pay rent for the premises it leases. One party to a lease agreement cannot unilaterally change that agreement. Any change must be negotiated and agreed to by both parties unless a contrary provision is written into the original agreement. The Civil Air Patrol has a contractual obligation to pay rent for this lease.

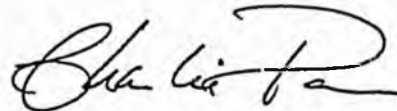
I am therefore enclosing three copies of Supplement No. 1 without Sullivan's alterations and asking that they be signed and returned to us immediately. When we forward your rent waiver request to the Commissioner, we will ask that he waive the rent for the current year beginning March 15. Until the Commissioner grants that waiver, the Civil Air Patrol will remain obligated for the rent. As you will note from the Supplement we prepared after negotiating with Jim Caress of your Squadron, we have changed the payment due date to December 10, which would follow your annual fund raising HazMat Seminar. With luck, we will be able to get the Commissioner's waiver before that date.

If the Supplement is not signed, your rent would have been due March 15 instead of December 10.

I appreciate the dilemma facing the Civil Air Patrol and am confident that your rent waiver will be granted. However, it is not the CAP's prerogative to either interpret or set policy for the Department of Transportation. The above-referenced Millsap memo was for all practical purposes rescinded by our Departmental Policy and Procedure No. 90-3002, dated August 22, 1986, which says under VII.B. "Waivers and Exceptions: All rent waivers and other exceptions to the Airport fees...must be approved in writing by the Commissioner before the affected lease or contract is issued." I am enclosing a copy of that P&P for your information.

We have asked the Legislature for direction regarding rent for Civil Air Patrol leases on State airports. As Deputy Commissioner Glenzer told you when you and I met with him on February 2, this Region supports the granting of a rent waiver and will recommend that to the Commissioner. However, until we receive guidance from the Legislature or direction from the Commissioner, both the Department and the CAP are bound to the terms and conditions of the existing lease.

Sincerely,



Charles L. Parr, SR/WA
Chief, Airport Leasing

edh

Enclosures: Supplement No. 1 (3)
P&P 90-3002
Copy of Millsap Memo, dtd 10/29/82

cc: H. Glenzer, Jr./Deputy Commissioner/Northern Region
John Hendricks/Airport Manager/Interior District/M & O
Stephen Pavish/Statewide Leasing Coordinator
Troy Sullivan, Alaska Wing Civil Air Patrol/P. O. Box 10-1836/
Anchorage AK 99510

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 485-3900

OFFICE OF THE COMMISSIONER

August 28, 1987

Mr. Jim Caress
Civil Air Patrol
P.O. Box 630
Barrow, Alaska 99723

Dear Mr. Caress:

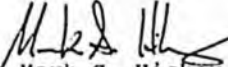
Governor Cowper asked me to respond to your recent message regarding Civil Air Patrol (CAP) land leases at state-operated airports. Your message was an appeal for the state to give CAP relief from paying land rent at state-operated airports.

We appreciate the contributions the CAP makes to aviation in Alaska and are not unsympathetic to CAP's desire for rent-free airport leases. Unfortunately, the current administrative code regulations [17 AAC 40.340 (a)] restrict our department's authority to waive lease rent.

I am inclined to change the administrative code to give us the necessary legal authority. This will not be a quick fix for the CAP rent problem because regulation amendments take time. However, this appears to be the only sure way to solve the issue once and for all.

We currently anticipate the rent waiver regulation changes will probably be prepared as part of a comprehensive amendment of Title 17, Alaska Administrative Code. However, I am asking staff to explore an earlier adjustment to address this matter if possible. Our statewide leasing office will be managing the rural airports segment of this amendment project. If you would like to check on the progress of the project from time to time, please feel free to contact Mr. Steve Pavish, Statewide Leasing Coordinator at 266-1661.

Sincerely,


Mark S. Hickey
Commissioner

cc: Ray Price, Special Staff Assistant,
Office of the Governor
Robert G. Poe Jr., Deputy Commissioner
Budget & Finance
Jon Scribner, Regional Director, Southeast
Region
Steve Pavish, Statewide Leasing Coordinator

MEMORANDUM


State of Alaska
Department of Transportation & Public Facilities

TO: Stephen Pavish
Statewide Leasing Coordinator
Anchorage

DATE: November 2, 1987

FILE NO:

TELEPHONE NO: 451-2217

FROM:  Lynn J. Harnisch, P.E.
Regional Director
Northern Region

SUBJECT: Rent Waiver Request
Barrow Airport
Civil Air Patrol
ADA-70220

COPY

The Alaska Civil Air Patrol (CAP) is a branch of a non-profit corporation established by Congress. The CAP, which receives most of its funding from government sources, performs invaluable services to the State through its Search and Rescue and Disaster Relief Missions.

Presently, the CAP has seven leases on State airports and pays rent only for the Barrow lease. The other six leases are at Birchwood, Fairbanks International, Fort Yukon, Kotzebue, Sitka, and Valdez airports. Last year, the Barrow CAP paid its rent with registration fees from its first annual "Haz Mats" Seminar. The Barrow CAP's annual rent of \$1,500 is due again December 10. Please ask the Commissioner to grant a waiver of rent before that date. We do not want to get into the position of having to cancel the CAP's lease.

The issue of CAP leases has been well discussed, both pro and con. Earlier this year, both Representative Adams and Senator Fahrenkamp requested information from us regarding CAP leases in the State. Copies of our response to their requests were sent to you and the Commissioner's office. In addition, your office has provided the Commissioner with a great deal of information on the subject of rent-free leases in general, and the CAP in particular.

We are familiar with your long standing position on rent waivers -- that existing regulations limit them to specific categories and that entities such as the CAP do not fall into those categories. However, we believe the Commissioner has very broad statutory authority to waive those regulations when he finds it in the State's best interest. We also believe this instance meets that test.

Thank you for your attention to this matter.

edh

cc: Commander Nancy Alley/Civil Air Patrol, 50078/Box 630/Barrow AK 99723
Charles L. Parr/Chief/Airport Leasing/Property Management/Northern Region

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

Mailed 12/1/87
TO WING
STEVE COWPER, GOVERNOR

P.O. BOX Z
JUNEAU, ALASKA 99811-2500

RECEIVED
NOV 24 1987

Barrow Utilities
& Electric Co-op, Inc.

November 10, 1987

COPY

RE: Barrow Airport
Lease Agreement ADA-70220
(Civil Air Patrol)

Mr. James R. Caress
Barrow Utilities and Electric Co-op
P.O. Box 449
Barrow, Alaska 99723

Dear Mr. Caress:

I received your October 22, 1987 letter regarding the rental payment coming due under the Civil Air Patrol's lease at the Barrow Airport. As I indicated in my August 28, 1987 letter, it is our intention to have the Alaska Administrative Code (Title 17) amended to provide clear authority for rent waivers on Civil Air Patrol leases. Our plan is to address the rent waiver issue in a comprehensive amendment of Title 17.

When I wrote to you last August, we fully expected to have the amendment project well underway by now. Unfortunately, we had some unforeseen difficulties locating funds to cover the cost of the legal assistance, public notices, and public hearings that are required for regulation changes. We are making progress in resolving the funding problems, so the project should get underway in the near future.

Changing regulations is a time consuming process, so there is no possibility of having a rent waiver amendment adopted before the rent for the CAP lease at the Barrow Airport comes due in December. Recognizing that and the lease lot development costs that the CAP faces at Barrow, it seems to me that the rent collection delay you requested would be a reasonable solution to the immediate problem. By carbon copy of this letter, I am directing our accounting office in Northern Region to postpone collection of the annual rent due under ADA-70220 until after an amendment of the rent waiver regulation has been adopted.

Although this action does not relieve the CAP of the obligation to eventually pay the rent that accrues before the regulation amendments are adopted, it should help to ease your financial situation for the time being.

Sincerely,

for *Mark S. Hickey*
Mark S. Hickey
Commissioner

cc: Peter Fiorenzi, Administrative Officer, Northern Region
Lynn J. Harnisch, Regional Director, Northern Region
Stephen L. Pavish, Statewide Leasing Coordinator
Robert G. Poe, Jr., Deputy Commissioner, Finance & Budget
D. Randy Simmons, Director, Management & Finance

COPY

S C R

7

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SCR 7
PUBLISH DATE: _____

FISCAL NOTE

REQUEST: 3/31/89

Revision Date: _____ Agency Affected: DOT&PE
Title: Reconstruction and Realignment of Point BRU: Design & Construction
Whitshed Road in Cordova Maintenance & Operations
Sponsor: Kertula & Szymanski Components: _____
Requestor: McHugh

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SVCS.	-0-	-0-	-0-	0.9	0.9	0.9
TRAVEL	-0-	-0-	-0-	-0-	-0-	-0-
CONTRACTUAL	-0-	-0-	-0-	0.9	0.9	0.9
SUPPLIES	-0-	-0-	-0-	0.5	0.5	0.5
EQUIPMENT	-0-	-0-	-0-	-0-	-0-	-0-
LAND & STRCTRS	-0-	-0-	-0-	-0-	-0-	-0-
GRANTS, CLAIMS	-0-	-0-	-0-	-0-	-0-	-0-
MISCELLANEOUS	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL OPERATING	-0-	-0-	-0-	2.3	2.3	2.3

CAPITAL	-0-	563.0	3867.3	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of dollars)

GENERAL FUND	-0-	48.7	334.5	2.3	2.3	2.3
FEDERAL FUNDS	-0-	514.3	3532.8	-0-	-0-	-0-
OTHER	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	-0-	563.0	3867.3	2.3	2.3	2.3

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

SEE ATTACHED

Prepared by: William R. Snell
Division: Regional Director
Approved by Commissioner: [Signature]
Agency: DOT&PE

Phone: 266-1440
Date: 4/5/89
Date: _____

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor

Office of Management and Budget
Impacted Agency(ies)

Fiscal Note Analysis
SCR 7

ASSUMPTIONS

Since this road is on the federal secondary road system, it is assumed that federal highway funding would be used for this project.

PROGRAM SUMMARY

1. Positions Required: None.
2. Other Expenditures: The design phase of this project is estimated to cost \$563,000. Reconstruction and paving from milepost 0.0 to 2.3 is estimated to cost \$3,867,300. Maintenance cost for this road segment is estimated to increase \$2,300 annually, because paved surface maintenance costs approximately \$500 more per lane mile than gravel maintenance.
3. Funding: This project would be funded with \$4,047,100 in Federal highway funds and \$383,200 in General Fund matching dollars.
4. Section Cost Analysis: Not applicable.

COMPUTATIONS

Project design would cost \$563,000, and construction would cost \$3,867,300. Increased cost of maintenance per annum would be \$500 per lane mile times 4.6 lane miles = \$2,300.

ECONOMIC IMPACT

No Significant Impact.

IMPACT ON LOCAL GOVERNMENT

None.

OTHER INFORMATION

Point Whitshed Road is currently a 28 foot wide gravel road running in a southwesterly direction from Cordova and is a federal secondary route. The road is state maintained, but winter maintenance ends at Mile 2.3, the last school bus stop. Several residences are located beyond this point.

This project is not presently included in the proposed DOT&PF FY'90-95 six-year Capital Improvement Program due to limited General Fund dollars and the existence of other high priority improvement needs on other more heavily traveled roads on the federal secondary road system within DOT&PF Central Region.

ATTACHMENTS

1. Map.

1 IN THE SENATE

BY KERTTULA AND SZYMANSKI

2 SENATE CONCURRENT RESOLUTION NO. 7

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 Relating to the reconstruction and
6 realignment of the Point Whiteshed Road
7 in Cordova.

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

9 WHEREAS the Point Whiteshed Road in Cordova is a narrow and unpaved
10 road; and

11 WHEREAS the dust from the road and the lack of guardrails, bike path,
12 and sidewalk present serious hazards to the drivers, bicyclists, and pedes-
13 trians who must use the road and to residents living near the road; and

14 WHEREAS the Point Whiteshed Road provides access to a visitor camper
15 park, serves residents who live near the road, and is a local school bus
16 route; and

17 WHEREAS the Department of Transportation and Public Facilities recog-
18 nizes the need to improve the Point Whiteshed Road but has given the proj-
19 ect a low priority;

20 BE IT RESOLVED that the Alaska State Legislature respectfully requests
21 the Governor to direct the Department of Transportation and Public Facil-
22 ities to assign a high priority to the reconstruction and realignment of
23 the Point Whiteshed Road in Cordova.

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE March 30, 1989
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

DATE TURNED INTO OFFICE April 27, 1989

1/19/89

Mr. President:

TRANSPORTATION Committee considered SCR 7

Relating to the reconstruction and realignment of the Point Whiteshed Road in Cordova

and recommended:

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

FISCAL NOTE(S) attached zero
 appropriation no FN attached

fiscal impact
 Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Signature]

[Signature] no rec
[Signature] No Rec
Paul [Signature] (No Rec) Needs Amendme.

[Signature] (No Rec)
Chairman signature and recommendation

Committee backup attached

FISCAL NOTE

REQUEST: 3/31/89

Revision Date: _____ Agency Affected: DOT&PF
 Title: Reconstruction and Realignment of Point BRU: Design & Construction
Whitshed Road in Cordova Maintenance & Operations
 Sponsor: Kertula & Szymanski Components: _____
 Requestor: McHugh

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SVCS.	-0-	-0-	-0-	9.2	9.2	9.2
TRAVEL	-0-	-0-	-0-	-0-	-0-	-0-
CONTRACTUAL	-0-	-0-	-0-	9.2	9.2	9.2
SUPPLIES	-0-	-0-	-0-	4.6	4.6	4.6
EQUIPMENT	-0-	-0-	-0-	-0-	-0-	-0-
LAND & STRCTRS	-0-	-0-	-0-	-0-	-0-	-0-
GRANTS, CLAIMS	-0-	-0-	-0-	-0-	-0-	-0-
MISCELLANEOUS	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL OPERATING	-0-	-0-	-0-	23.0	23.0	23.0
CAPITAL	-0-	563.0	3867.3	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of dollars)

GENERAL FUND	-0-	48.7	334.5	23.0	23.0	23.0
FEDERAL FUNDS	-0-	514.3	3532.8	-0-	-0-	-0-
OTHER	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	-0-	563.0	3867.3	23.0	23.0	23.0

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

SEE ATTACHED

Prepared by: William R. Snell
 Division: Regional Director
 Approved by Commissioner: M-K A. Hill
 Agency: DOT&PF

Phone: 266-1440
 Date: 4.5.89
 Date: 4/18/89

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor

Office of Management and Budget
 Impacted Agency(ies)

Fiscal Note Analysis
SCR 7

ASSUMPTIONS

Since this road is on the federal secondary road system, it is assumed that federal highway funding would be used for this project.

PROGRAM SUMMARY

1. Positions Required: None.
2. Other Expenditures: The design phase of this project is estimated to cost \$563,000. Reconstruction and paving from milepost 0.0 to 2.3 is estimated to cost \$3,867,300. Maintenance of this road segment is estimated to cost \$23,000 annually.
3. Funding: This project would be funded with \$4,047,100 in Federal highway funds and \$383,200 in General Fund matching dollars.
4. Section Cost Analysis: Not applicable.

COMPUTATIONS

Project design would cost \$563,000, and construction would cost \$3,867,300. Maintenance per annum would cost \$5,000 per lane mile times 4.6 lane miles = \$23,000.

ECONOMIC IMPACT

No Significant Impact.

IMPACT ON LOCAL GOVERNMENT

None.

OTHER INFORMATION

Point Whitshed Road is currently a 28 foot wide gravel road running in a southwesterly direction from Cordova and is a federal secondary route. The road is state maintained, but winter maintenance ends at Mile 2.3, the last school bus stop. Several residences are located beyond this point.

This project is not presently included in the proposed DOT&PF FY'90-95 six-year Capital Improvement Program due to limited General Fund dollars and the existence of other high priority improvement needs on other more heavily traveled roads on the federal secondary road system within DOT&PF Central Region.

ATTACHMENTS

1. Map.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - DIVISION OF MAINTENANCE & OPERATIONS

STEVE COWPER, GOVERNOR

RECEIVED

JAN 26 '89

P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(TELEX 25-185)

Regional Director Central Region	1
Design & Const.	
Maint. & Oper.	
Admin. Serv.	
Planning	
AIA	
FIA	
Commissioner	
Dep. Comm. Oper.	
Dep. Comm. Budget	
<i>[Handwritten initials]</i>	
<i>[Handwritten initials]</i>	
<i>[Handwritten initials]</i>	

January 25, 1989

Honorable Mike Szymanski
Alaska State Senator
P. O. Box V
Juneau, Alaska 99811

Dear Senator Szymanski:

This letter is in response to your inquiry concerning maintenance and operations plans for Point Whitshed Road in Cordova.

The installation of guardrail has a negative effect on maintenance efforts. Guardrail inhibits snow removal by allowing snow and ice to accumulate under the rail and between the posts, and interferes with mechanical plowing operations. A check with the Department's Traffic Engineering and Safety Division has revealed three accidents in the last five years that were susceptible to correction by guardrail. None of the reported accidents resulted in any injuries.

Improvements to the surface would benefit maintenance by reducing the frequency of summer blading. The significance of the reduction would depend on quality of materials and weather. A quick and rough estimate for resurfacing 6 miles of Point Whitshed Road; assuming the use of 2 miles of fabric, 18" pit run gravel, and 6" crushed gravel, indicates the cost would be \$866,000.00.

Should you have further questions, please contact me.

Sincerely,

[Handwritten signature: Donald D. Morfield]
 Donald D. Morfield
 Director
 Central Region M & O

*MIC
Hy-a Project*

cc: William R. Snell, Regional Director, Central Region
Bob Boyd, Supt. Peninsula District

APRIL 6, 1989 SENATE TRANSPORTATION COMMITTEE HEARING
CENTRAL REGION

1. Hyer Road Mat-Su Borough: SCR 9

Impacts of placing this project in this years budget?

Hyer Road is not on the federal aid system. If it were to be placed in the FY 90 general fund capital budget, it would be competing for funding with other general funded projects such as Whittier Breakwater Repairs, Hatcher Pass Road Improvements or other projects being considered for state general funds.

Priority of Hyer Road as compared to Trunk Road:

The Mat-Su-Borough has stated that Trunk Road is a higher priority from their perspective than Hyer Road.

2. Pt. Whitshed Road: SCR 7

The Pt. Whitshed Road project is a priority with the Community of Cordova. However, when it is evaluated along with the other regional projects, it does not compete well for funding.

If federal aid project for the construction of Pt. Whitshed Road (PE \$563,000 plus Const. \$3,867,300 = Total \$4,430,000) were to be placed in the FY 90 budget, it would displace projects such as Eagle River/Highland Dr. Phase I, North Access; Glenn Highway: Eklutna to Parks Widening & Reconstruction, or the Sterling Highway: MP 79-94 project.

If a federal aid project for the construction of Pt. Whitshed Road (same total) were to be placed in the FY 91 budget, it would displace projects such as Glenn Hwy: Parks to Palmer (Wishbone Hill), Dillingham Kakanak Spur Road (road to regional hospital), or the Glenn Highway: Eklutna to Parks Widening & Reconstruction project.

WE'RE TIRED OF EVADING CHUCK-HOLES AND EATING DUST!!!!

WE, THE UNDERSIGNED, FEEL THE CONDITION OF WHITSHED ROAD IS DEPLORABLE AND WRETCHED!! THE AMOUNT OF TRAFFIC ON THE ROAD WARRENTS IMPROVEMENTS, PROPER MAINTENANCE AND PAVEMENT.

NAME	ADDRESS
August Tiedeman	PO Box 152 Cordova AK
James E. Bell	Box 157
Phyllis Sanford	Box 25
Shirley H.	Box 244
Chuck ⁸⁰ Smith	Box 68J
Dick Borer	Box 150
Terri Joysey	Box 332
Steve Barnes	Box 332
Richard Kompotts	Box 1
Ken Kitchin	Box 1255 Cordova, AK
Wm. A. Loman	212 Whitaker P.O. 221 Cordova AK
Bobbi Sheehy	Box 533 Cordova AK
Bob B.	Box 806 Cordova, AK
Bill Alexander	Box 1136 Cordova
Tom Baughn	Box 296 Cordova
Pete Ochs	Box 441 Cordova, AK
Art D. Manning	Box 543 " "
T. E. Reynolds	P.O. 773
Todd Alley	P.O. 87 " "
Barbara Minshull	Box 1542 Cordova, AK
Virginia Dale	Box 1203 Cordova
Albert Zelman	Box 517 Anchor Point AK
Julie A. Elmes	Box 305 - CORDOVA
John Cochran	Box 300 - CORDOVA AK
Wm. W. H. H.	
Eugene Gullapso	Box 639 Cordova AK
Barbara E. Weber	Box 630 Cordova AK
Glenda K. Reid	Box 934 Cordova AK
	Box 1014 " "

(Approx 400 signatures)

WE'RE TIRED OF EVADING CHUCK-HOLES AND EATING DUST!!!!

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NAME	ADDRESS
Jma J. Horrokk Omg Hoock ✓	Box 983 Cordova
Jenny Trucks Jonney Trucks ✓	Box 2267 Cordova
Ica SMITH	BOX 1276 CORDOVA
Cheryl Raymond ✓	Box 596 Cordova
Mary + Ned DeLuith	BOX 1102 CORDOVA
Alvin MASOLINI ✓	Box 1131 CORDOVA
John DeLoop	Box 1177 Cordova
Dolene & Lodey	2 miles west of Rte Cordova
Mark G. Hoock	Box 983 Cordova AK
Fred Johnson	Box 973 Cordova AK
Nancy Brady ✓	Box 531 Cordova, AK
Robert Korpchak	Box 1126 Cordova, AK 99574
Ron Clark	Cordova Alaska (AK 99574)
Bruce Tom-Kopchak	Box 1126 Cordova, Alaska 99574
Rita M. Henderson ✓	Box 261 Cordova, Alaska 99574
Bob Wiese Wiese	6 1/2 mile Copper River HWY
Pam Wiese	6 1/2 mi. Copper River Hwy Box 864
Georgia Ferrin	Box 93 Cordova AK 99574
Gene Mc Lane ✓	Box 371 Cordova AK 99574
Tom Pelt	Box 779 CORDOVA AK 99574
Jim Johnson ✓	Box 263 CORDOVA AK 99574
Walter Werschke	Box 1252 Cordova AK
Max Wiese	Box 987 Cordova AK 99574
Max Wiese ✓	Box 47 Cordova AK 99574
Julie Ridener ✓	Box 931 Cordova, AK. 99574
Patrick HANMAN ✓	Box 2347 CORDOVA 99574
Stor Korpchak	Box 459 " "
GARROLL KOMPICO FI ✓	Box 435 " "
Ralph P. Wilchrist ✓	Box 574
William Harrington ✓	Box 2246
Cheryl Page ✓	Box 1221

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NAME	ADDRESS
John A. ...	Box 214 CORONA
William ...	Box 1108 CORONA
Christine West	Box 1114 Edw
Andi Taggart	Box 1268 Edw
Don JEFF	Box 1501
...	Box 1770
...	Box 2205
Linda Glasen	Box 175
Virgie Acoba	P.O. Box 1474
DEVYLIN CALDERON	PO BOX 1456
William B. Robertson	Box 844
...	Box 1427
...	Box 716
...	Box 1247
BONNIE HONIGIA	Box 124

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NAME	ADDRESS
Jerry Pirtle ✓	Box 482, Cordova, AK
Dan R. Burch ✓	1011 Whitshed Rd. Box 6116
Carl A Jensen ✓	PO Box 442 Cordova
Mike Adams ✓	Box 147 Cordova AK
Mike Adams ✓	Po Box 901 Cordova AK
Bill O'Brien ✓	Box 2206 Cordova AK
Pete Adams	General Delivery Cordova A.K.
Robyne Butte ✓	Box 141 Cordova, AK
David M Butler ✓	" " " "
Verla Pirtle ✓	Box 699 " "
Ralph Pirtle ✓	Box 699 " "
Rose Weathers ✓	Box 1167 " "
Tom Kallander ✓	Box 1035
Randy Trani ✓	Box 286
Bruce Stow ✓	Box 264
Jerry LeMaster ✓	Box 693
Linda O'Brien ✓	Box 2206 Cdh. AK.
Vivian Dunn ✓	Bx. 2374 Cdh. AK
Tom MacDermid ✓	Box 797
Cindy L Graham ✓	Box 1067 CORDOVA AK
Wynne Gilmore ✓	Box 224
Bernard E Murray ✓	Box 1111 Cordova AK.
Joe Gannon ✓	Box 313 Cordova AK.
Joe Gannon ✓	Box 97 Cordova
Paul Beyer (w/)	Box 2373 - CORDOVA
Jerry Wacks ✓	Box 871 Cordova
Bill Reed ✓	Box 700 Cordova
Joan Polak ✓	Box 206
Harold Anderson ✓	Box 126 (Cordova)
Dolly Manley ✓	Box 1172 " "
Jim Manley ✓	" "

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NAME	ADDRESS
✓ STEVE BARNES	Box 222 Cordova
Jessie Blake	Box 112 City
✓ Jackie Ladd	Box 1306 City
John ...	Box 228 City
✓ Audrey Burton	Box 81 City
Stacey Bernard	Box 1014 City
Jennifer Linngren	G.E. City
Rox - Linngren	G.E. City
Shane Chapman	Box 1153 City
John ...	Box 574 City
✓ Andy Rawlin	Box 454 Cordova
Mary Tolson	Box 310 CDV
W.D. Tolson MD	Box 310 CDV
✓ R. Tonia Estes	Box 990 CDV
Jana Brunley	Box 120 CDV
Helen Jansin	Box 576 CDV
Lucas Hillne	195 CDV
Julene Weber	Cordova, AK
Heidi Baluc	Cordova, AK
(Guth Tiedeman)	Box 979 City
John M. Hawkins	Box 253 City
Migra Allen	Box 1117 City
Terry Bonnell	Box 1155 City

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NAME	ADDRESS
Buller Jennine Buller	P.O. Box 1051 Cordova, AK
Marla Adkins	Box 461 - Cordova Alaska
Gary Graham	Box 731 - Cordova AK
Anne Graham	Box 731 Cordova, AK
Mary Beth Alber	Box 32 Cordova AK
Cliff Alber	Box 32 Cordova AK
Roger Havens	1713 Whitshed Road
Jose Rubio	Box 1105 Cordova AK
RUTH FAIRALL	Box 2207 CORDOVA AK
(Shelley Pirth)	P.O. B 482 C. Cordova. AK
(Bob Ladd)	P.O. 1301 - Cordova AK
(Lester Ladd)	Box 301 Cordova AK
MARR BORER	Cordova AK
Miller	Cordova AK
Miller	Cordova AK
Laurie Hankala	Box 292 Cordova AK
Debra Deches	Box 673 Cordova AK
BILL BARDES	Box 255 Cordova AK
BILL WAMSGR	Box 286 Cordova AK
Rose Arvidson	1315 Whitshed Rd. CDV
Mary A. Briggloff	Box 1147 Cordova AK
RITA KING	Box 265 Cordova AK
LAVON BRANSHAW	Box 133 Cordova AK
TOM HARMON	Box 1105 CORDOVA AK, 3 1/2 mi.
Jack D. Kimmick	Box 346 Cordova Fl 9516
Fran Kimmick	Box 346 " "
(James M. Soucie)	PATRICIA CORDOVA AK. Mile 1.1 Whitshed Rd
PAUL RIXSELL	PO BOX 353 CITY
	PO Box 1125 Petig
	Box 333
Carlene Baintef	P.O. Box 1550 City

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NAME	ADDRESS
MARGARET Borodkin	SUNSET View CORDOVA
Kathy Hottinger KATHY HOTTINGER	BOX 1037 "
Rod Adkinson	Box 2251 "
Randa [unclear]	Box 1315 "
Kichi Broden	Box 1641 "
Glen Beck	Box 1104 "
Wally Flanagan CURT FLATRAY	GEN. DEL. "
Sam Mankov [unclear]	Box 1172 "
Tom [unclear]	579 99574 "
Bob Grube BOB GRUBE	Box 2375 "
Rene Chahant	Box 2303 "
Dwight [unclear]	Box 724 "
Jane [unclear]	"
Tom Johnson	Box 835 "
John Graham	Box 1067 "
Mari Hermon	Box 91 Cordova
Andrew [unclear]	Box 413 Cordova
[unclear]	Box 1047 "
[unclear]	Box 216 "
[unclear]	Box 341 "
[unclear]	Box 845 "
[unclear]	Box 951 "
Bill Amell	White Side Route
[unclear]	Box 2331
[unclear]	Box 123 Trinidad Cal 95570
[unclear]	Box 993 " 99574
[unclear]	Box 1471 CORDOVA
[unclear]	Box 55 Cordova
[unclear]	Box 511