

ALASKA LEGISLATURE COMMITTEE FILES 1991-1992 8672
7334 HOUSE TRANSPORTATION

Initiative I. 5. Promote economic development through interagency action.

The Department of Transportation and Public Facilities, the Department of Natural Resources, and the Department of Commerce and Economic Development will comprise an action group to facilitate economic development expansion projects where the state is expected to participate. In addition to coordinating the three agencies' activities, the group will prioritize projects, develop cost/benefit analyses, and coordinate project presentation.

Initiative I. 6. Establish Alaska's Scenic Highway System.

The department will designate land and marine highway routes as scenic. Scenic designation capitalizes on the many opportunities to view Alaska's beauty from our highways and ferries. Through cooperative efforts with federal agencies, several of these routes can be incorporated into national programs promoting scenic byways. Further refinement and definition of the Scenic Highway System will take place during update of the Highway System Plan.

ACTION STRATEGY II: STABILIZE AND INCREASE FUNDING FOR TRANSPORTATION

Initiative II. 1. Promote dedicated funding.

The department will actively support legislation which places on the ballot a constitutional amendment establishing dedicated funding for transportation. Dedicated funding should provide for maintenance and for operating costs associated with managing the capital assets of the state's highway and aviation systems. For the port and harbor system, dedicated funding should provide a funding source for capital improvements. The department will work with external support groups to promote passage of the constitutional amendment necessary to create a dedicated fund. The dedicated fund should be equitably shared with local governments.



Initiative II. 2. Provide for immediate revenue needs through interim measures.

The department has begun to identify short-term revenue options through consultation with interested groups and individuals. For example, a Rural Airport Revenue Task Force, consisting of representatives of the department and the rural aviation industry, is currently evaluating alternative revenue measures. Also, the Alaska Marine Highway System continues to analyze routes, schedules, and rates to identify ways to increase revenues while meeting service commitments.

Initiative II. 3. Establish revenue targets for managing each transportation mode.

The department will analyze: a) the capital needs of the system, b) the level of maintenance that should be provided, and c) the costs that should be allocated to specific user groups. Ongoing system planning for each mode will accomplish these tasks and will incorporate public input. The results will lead to a better understanding of the revenue needs for the transportation system.

Initiative II. 4. Prepare a financing plan for each transportation mode.

Using information from the system plans, the department will provide a financial plan for each mode. This modal financing proposal will be presented to the legislature as part of the next State Transportation Policy Plan.

***ACTION STRATEGY III: TRANSFER
RESPONSIBILITY AND SHARE REVENUES***

Initiative III. 1. Form a Working Group of Municipal and State Officials to develop an equitable sharing relationship for responsibility, costs, and revenues.

The department, working with the Governmental Roles Task Force, will convene a working group of local officials, legislators, and department officials to develop agreement regarding the distribution of responsibilities, costs and revenues for transportation facilities. The Working Group should also make recommendations to the legislature to solve any legal impediments to the transfer program. The Working Group will provide guidelines for the system planning process as it addresses realignment of responsibilities and financing.



Initiative III. 2.

As part of the transfer program, propose and advocate for equitable distribution of dedicated funding.

As part of the transfer program, the department will promote an equitable way to share dedicated revenue with local governments when responsibility is realigned. The new provisions will more fully and equitably return to local governments transportation-related revenues in place of the current revenue sharing program.

Initiative III. 3.

Propose and advocate for funding to rehabilitate local-use facilities.

Working with local governments, the department will support rehabilitation of local-use facilities as part of the transfer program. When the Working Group reaches agreement, local-use facilities should be rehabilitated before transfer to avoid an unfair burden on local governments.

Initiative III. 4.

Continue to pursue opportunities for the transfer of responsibility.

The department will continue transferring facilities and operations wherever possible within the intent of the policies proposed in this document.





EPILOGUE

HOW WILL THE STRUCTURAL CHANGES RECOMMENDED BY THIS PLAN AFFECT EACH MODE?

The publication of *Tomorrow's Alaska: Transportation for the Twenty-first Century* represents the beginning of a new way of doing business for the department. This new way of doing business becomes more pronounced as the policies of this plan are applied to each mode of transportation. As part of the department's system planning process, each mode will be individually examined and analyzed to implement the policies outlined in this document. For this purpose, the following pages provide more specific management direction for each mode.



PREPARATION OF MODAL SYSTEM PLANS PROVIDES THE OPPORTUNITY TO FORMULATE POLICY IN A COORDINATED MANNER

The department's system planning process emphasizes public involvement in formulating state policy for a specific transportation mode. During the 1980's, system plans were prepared for aviation and highways. Update of these two plans will begin early in 1992 and will provide interested parties with a forum for resolving issues and concerns that impede change. Similarly, in conjunction with local officials, we will establish strategies for Alaska's ports and harbors.

- **Local governments will be asked to contribute to further development of policies for each mode.**

Our objective must be to broaden the role of local governments in transportation. Through cooperative efforts, we can establish a system-wide approach for each mode. New policies are needed to address equitable sharing relationships for responsibilities, costs, and revenues. The Working Group of Municipal and State Officials will resolve transfer issues of technical expertise and adequate resources. The Working Group will provide the forum for agreement on what capabilities must be in place for local governments to play a more active role in management of the transportation system.

- **Past efforts of similar working groups provide a solid foundation for improving responsibility and financing arrangements.**

The pioneering work of the 1988 Municipal and Legislative Task Force on Transportation Facilities stressed the importance of dedicated funding in improving the delivery of transportation services. Recently, the members of the Port and Harbor Task Force emphasized how important it is to plan for the best use of limited funds. Groups such as the Rural Airport Revenue Task Force assist in state decision-making on how to best raise transportation revenues. The department is already working with the current Task Force on Government Roles to coordinate with the activities of other public agencies. The work of these groups provides an important ingredient for success as the department prepares system plans for individual modes of transportation.



System planning ensures statewide coordination as we plan for the future of Alaska's transportation system. We recommend the following policy directions for implementation through the system planning process. These policy directions were developed after analysis and discussion during the planning process. They highlight our assessment of where we need to head for a successful transition to new responsibility and financing arrangements.



WE MUST PURSUE OPPORTUNITIES FOR MUNICIPAL GOVERNMENTS TO BECOME AIRPORT OPERATORS

Air transportation is fundamental to the mobility of Alaskans. Moving people and goods by air is key to our economic vitality. State government will play a continuing role in meeting airport capital improvement needs. At the same time, more municipal governments must assume the responsibility for airport operations. In most cases, operation of the facility will involve ownership of the airport.

- **State and local governments must work as partners in providing airports to all parts of Alaska.**

More municipal governments must be encouraged to operate public airports. However, municipal governments must have the technical expertise and resources needed to operate and maintain them. Through the Working Group, we will reach agreement on what is needed for more cities and boroughs to become airport operators.



- **We should clearly define the state's responsibility for managing certain types of airports.**

A basic function of government is to ensure that each part of the state can be reached by aircraft. While local operation will be emphasized, the state will continue to be the primary provider of several types of airports. State airports should continue to serve communities in those parts of Alaska without surface connections to the state highway network. State airports also play a role in serving the transportation needs of resource developments and recreational sites. Additionally, some remote airports are needed for system continuity, and for special purposes such as emergency response. Through update of the Aviation System Plan, we will better define the state role in managing these airports.



CHANGES IN AIRPORT FINANCING ARE NEEDED TO MAXIMIZE LOCAL MANAGEMENT

- **The system planning process will develop recommendations on how to finance Alaska's airports.**

Update of the Aviation System Plan will lead to recommendations for funding airport maintenance and operations from user fees. This structure will also include provisions that enable municipal airports to be self-supporting based on guidelines established by the Working Group. The system planning process will forecast maintenance costs for the aviation system. Further analysis will allocate to different users their share of the costs of airport maintenance and operations. The most important part of the financial analysis is the assessment of the best combination of rates, fees, and taxes to enable users to pay these airport costs.



- **Use of federal funds will be guided through the Capital Improvement Program.**



Statewide management of capital improvement efforts establishes need as the paramount basis for selecting among proposed improvements. Special attention needs to be directed to making cost-effective choices between the modes. In selecting projects, the department will evaluate alternatives such as highways when considering high-cost improvements at remote locations. The highway alternative may make more sense when the point to be served is relatively close to another public airport. We will continue to rely on state appropriations and grants from the federal Airport Improvement Program to rehabilitate and upgrade state and municipal airports.

WE MUST IMPLEMENT NEW DIRECTIONS THROUGH OUR CONTINUED WORK WITH THE PORT AND HARBOR TASK FORCE



Water-borne transportation is critical to our well-being. Most freight arrives by water, and basic industries such as fishing and tourism rely on the transportation capabilities of our waterways. Local authorities and the private sector are leaders in meeting many pressing needs for ports and harbors. Further progress could be encouraged if the legislature authorized the formation of regional authorities with responsibilities for ports of commerce.

In the spring of 1991 the Port and Harbor Task Force confirmed that we face an immense backlog of rehabilitation work. Currently, revenues from the state tax on marine fuels do not fully fund repayment of state bonds issued for ports and harbors after statehood. However, bond debt payments will drop dramatically in the next few years. The time is right for developing a new statewide port and harbor program.





LOCAL AUTHORITIES NEED A STATEWIDE PROGRAM TO FUND CAPITAL IMPROVEMENTS

- **Dedicated funding for marine fuel taxes should provide for state facilities and should be used to establish a Statewide Harbors Fund.**

Dedicated funding needs to provide for repayment of state bond debt and the needs of harbors that remain in state ownership. The use of federal funds for navigational improvements requires a matching contribution that should also be paid. Additional dedicated revenue should be placed in a Statewide Harbors Fund for capital improvements. Criteria must be established for capital project needs to be met by the Statewide Harbors Fund.

- **We must preserve our investment in harbors.**

Ownership transfer will establish local authorities as fully responsible for harbor management in each community. Local authorities must establish funding sources that enable long-term preservation of harbors. Through system planning we can assist in establishing an equitable fee structure that works well on a... system-wide basis.



WE NEED TO BUILD A PARTNERSHIP WITH LOCAL GOVERNMENTS TO MAINTAIN THE HIGHWAY SYSTEM

Highway transportation is the source of daily mobility for most Alaskans. Well-maintained highways and ferries are key to our economic vitality. State and local governments must work as partners in meeting statewide, regional, and areawide needs for mobility. Agreement by the Working Group will help to overcome roadblocks that keep the state-local



partnership from working. Statewide and regional needs are met by state highways and ferries which provide year-round access to many of the state's communities. Local responsibility must be emphasized for roads that provide areawide mobility.

- **The Working Group will define by maintenance station how road responsibility should be aligned.**

Agreement needs to be reached on what roads are local responsibility. The Working Group should review each maintenance station jurisdiction to determine appropriate responsibilities for each road. This analysis should also take into account specific

maintenance patterns that will provide for the most efficient use of resources.



- **Through system planning, the department will better define its responsibility for land and marine highways.**

A basic function of state government is to build and operate a state highway network. Clearly, the network should provide for long-

distance travel by connecting our urban centers. The state's rugged terrain, particularly in coastal areas, leads to the use of marine highway links to reach many communities. We need to define a network of land and marine highway links that serves statewide and regional travel. Currently, the Alaska highway system includes too many routes that do not serve long-distance travel. Identification of a state highway network will better define the state role in providing highway transportation to Alaskans.



- **The department will designate portions of the highway system for special uses.**

Current designations include industrial use and scenic highways. Industrial use agreements enable heavier loads to be hauled on state highways. Under these agreements, private firms pay for upgrades so that highways are strong enough to handle extra-heavy vehicles. The department will consider possible designations for other purposes such as public safety and weight enforcement. The installation of better communications (e.g., emergency call boxes) along some highways will enhance public safety. We should evaluate how modern technology can improve the deployment of vehicle weight enforcement efforts.



CHANGES IN HIGHWAY FINANCING ARE NEEDED TO MAKE THE PARTNERSHIP WORK

- **The system planning process will develop recommendations on how to finance Alaska's highways.**

Update of the Highway System Plan will lead to recommendations for funding maintenance and operations from user fees. The system planning process will forecast maintenance costs for the highway system. Further analysis will allocate to different users their share of the costs of maintenance and operations. The most important part of the financial analysis is the assessment of the best combination of fees, taxes, and sharing ratios for funding these costs.



- **Financing for Alaska Marine Highway System operations will continue to be based on the system fund concept.**

Fees collected for each passage are credited to the system fund, and pay approximately half the cost of marine highway operations. This approach can be incorporated into the dedicated fund. Future planning for the system fund must address how to finance different types of marine highway service. The process of setting financial goals for the system fund is complicated because the system provides several types of service. As with other modes, the goal must be to generate revenue to meet the costs of operating and maintaining the system.

- **State and federal capital funds for highways will be allocated through the Capital Improvement Program.**

Through the system planning process, the department will improve the way the Capital Improvement Program identifies the most needed projects. Requirements for the use of federal funding will be clarified after Congress revamps and extends the federal program for another five years. Legislation about to pass in Congress would allow more flexibility in how federal highway dollars are spent. The federal government will place increasing reliance on the department's management of the Capital Improvement Program. More flexibility will require that the process is adaptable to the new options available for consideration.



APPENDIX



HOW A DEDICATED FUND WORKS

With a dedicated fund, Alaskans will receive more stable service levels, and facilities can be better managed for their long term investment value.

Dedicated funding guarantees that public payments for use of the transportation system can be used only to take care of the system. A dedicated fund works by segregating transportation user taxes and fees from state general funds. These user fees—fuel taxes, and other related fees—can be appropriated only for work on highways, airports, and harbors.

Managing transportation facilities (i.e., capital investments) and keeping them useable (e.g., snow removal) requires stable and predictable funding. The best method of guaranteeing stable and predictable funding is by dedicating revenue from public use of the transportation system. In Alaska, dedicating revenue to a specific purpose requires voter approval of an amendment to the state constitution.

With a dedicated fund, Alaskans will receive more stable service levels, and facilities can be better managed for their long-term investment

value. A dedicated fund segregates revenues to provide the resources necessary to manage assets of the transportation system. The concept recognizes that investments in infrastructure require a commitment to protect and care for them. And, if transportation spending needs to be increased, Alaskans will be assured that any increase in revenue will go directly to their transportation system.



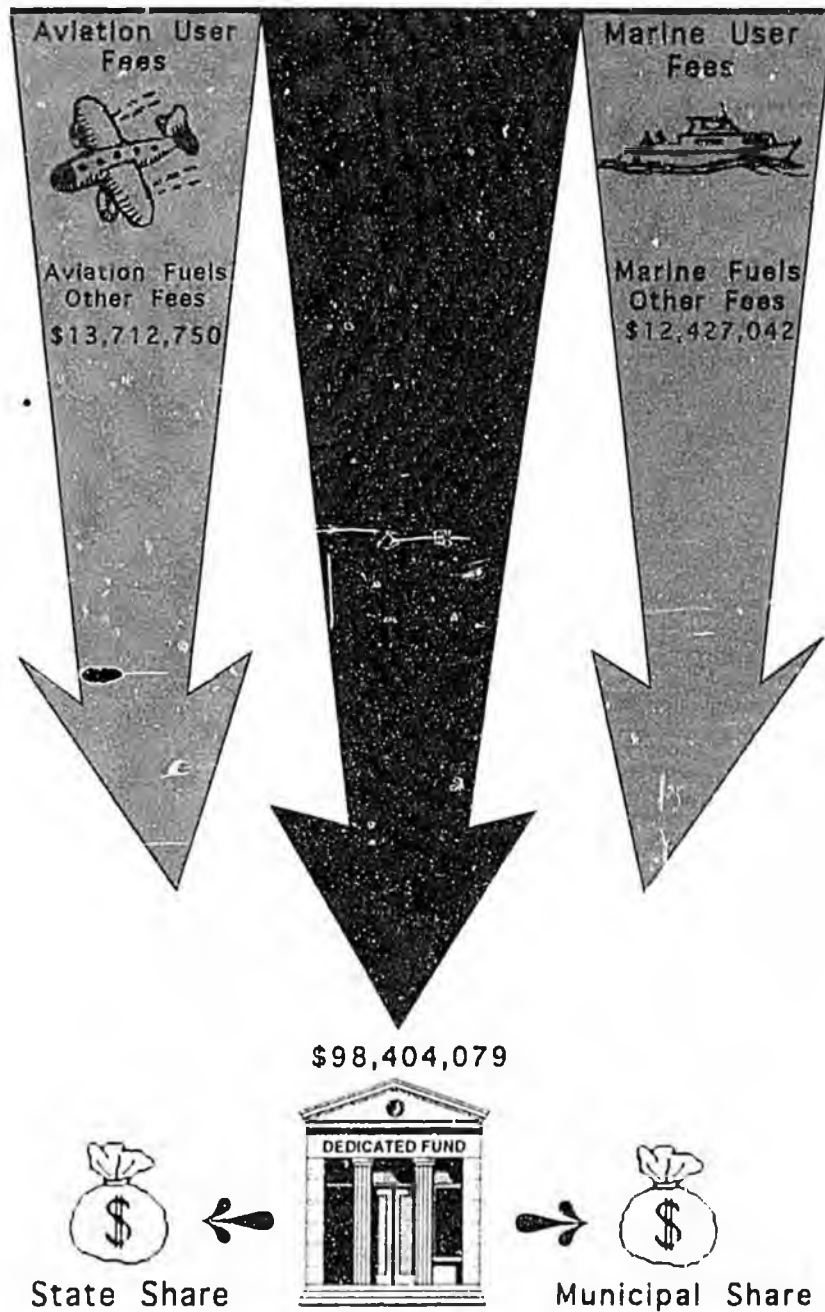
Legislative resolutions are already pending that would put before the voters a constitutional amendment to establish a dedicated transportation fund. If adopted, the amendment would guarantee that payments made for use of the transportation system will go only to support the system.

Both pending legislative resolutions propose creation of create separate dedicated funds for each mode. Under this arrangement, ferry ticket receipts would support the ferry system, motor fuel taxes, fees, and vehicle registration fees would support our highways, aviation fuel taxes and airport leases would support our airports, and marine fuel taxes and related user fees would support Alaska's harbors.



A dedicated fund strengthens the partnership between the legislature and the asset managers. Each have clear and distinct roles and responsibilities which will be better performed when all are focused clearly on the needs of the system. The equation is simple. Use of the facilities generates the revenue stream. The asset managers of each mode establish the needs and recommend how much different types of users should pay. The legislators consider the information provided by the managers and appropriate the money according to the policies they want to pursue. The managers implement the policy.

FY/94 PROJECTED REVENUE FLOW*



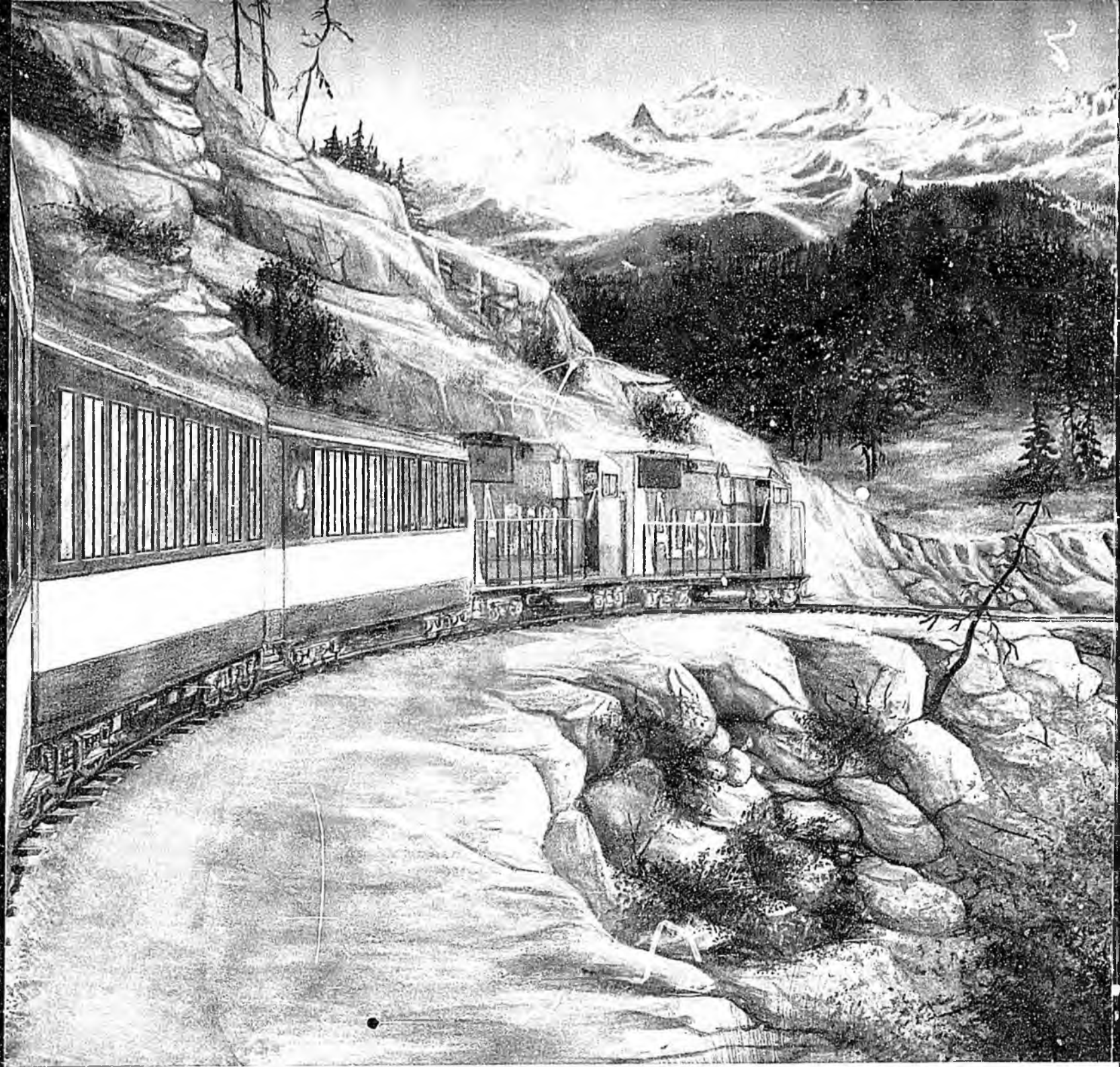
Although Alaska is the only state that doesn't dedicate revenue to transportation, it once did. The framers of the constitution agreed that an existing statutory dedication of transportation fees should be continued after statehood. When the voters ratified the constitution, it provided an exception to allow for the continuance of the existing dedicated fund for transportation. Two years later, in 1961, the legislature amended the statute and eliminated the dedication. Prudent management of our transportation assets suggests returning to the system adopted by the delegates of the Constitutional Convention.



Thanks to the Division of Tourism for supplying the pictures used on the title page, facing page one, and pages 9, 16, 17, 23, 26 and 39.

This publication was released by the Department of Transportation and Public Facilities. 2,500 copies were produced at a cost of \$2.55 per copy. This cost statement is required under AS 44.99.140. This publication was printed in Juneau, Alaska.





DEDICATED FUND

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December, 1991
Alaska State Transportation Policy Plan

*Prepared by the Office of Strategic Management,
Planning and Policy*

**Department of Transportation and
Public Facilities**

Frank G. Turpin, Commissioner



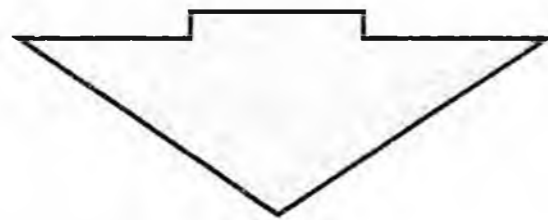
Transportation for the Twenty-First Century

Tomorrow's Alaska will require a balanced and sustainable transportation system. To balance the system, we need to focus on expansion requirements and careful asset management. At the same time, we must provide a stable revenue stream to sustain the system for future generations. To achieve this goal, structural changes are needed. The state, local officials, and users of the system must become partners to forge new roles in both management and responsibility for the system. This partnership is critical to success in building the transportation system for Tomorrow's Alaska.

What improvements are needed to support economic growth, productivity, and our quality of life?

We need to increase the state's level of investment in system expansions and enhancements to support economic and community activity. A balanced system will provide steady, planned growth in the system as well as consistently maintained and useable facilities.

Alaska's competitive position in the U.S. and world economy is at stake. Transportation plays a critical role in facilitating economic diversification, in supporting economic and community activity. Lack of investment in transportation, both in the existing system and to provide for future growth, threatens our economy.



ACTION STRATEGY I

Increase State Investment in Transportation

Initiatives

- I. 1. Increase funds to manage our transportation assets.
- I. 2. Earmark funds for statewide system expansion.
- I. 3. Preserve future transportation corridors.
- I. 4. Provide additional access opportunities in rural areas.
- I. 5. Promote economic development through interagency action.
- I. 6. Establish Alaska's Scenic Highway System.

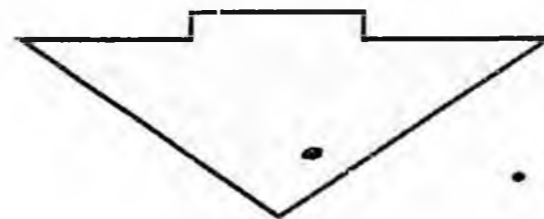
How should we finance the transportation system?

We need to dedicate revenue from user fees to provide stable and predictable funding for transportation infrastructure which is the underpinning of a healthy economy.

We need a dedicated fund to wisely manage the investment we've made in our transportation assets. Further, the direct linkage between services and their costs will help keep expectations aligned with fiscal realities.

Transportation system user fees should be increased.

Alaska is far behind most other states in financing transportation through user fees. The result of this inattention to funding requirements is a dangerous decline in the maintenance and operations funding necessary to keep our existing transportation system in good condition.



ACTION STRATEGY II

Stabilize and Increase Funding for Transportation

Initiatives

- II. 1. Promote dedicated funding.
- II. 2. Provide for immediate revenue needs through interim measures.
- II. 3. Establish revenue targets for managing each transportation mode.
- II. 4. Prepare a financing plan for each transportation mode.

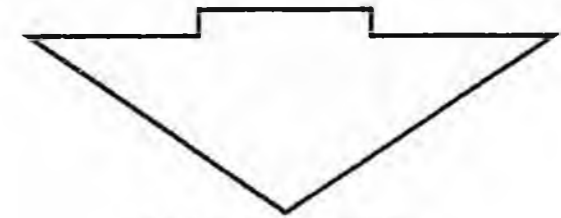
What is appropriate transportation responsibility for each level of government?

We need a more logical pattern of responsibility for transportation facilities. To the extent possible, transportation services should be provided by the government closest to those citizens receiving the service.

The current hodge podge of responsibility leads to confusion and misunderstanding. State maintenance of local-use facilities results in reduced accountability, and the state is prevented from focusing attention and resources on statewide issues important to developing a productive economy.

Sharing revenues is essential to realigning responsibility.

A mechanism for assigning reasonable revenue sharing to go with responsibility has been the key missing link in the solution to management of the transportation system. The state needs a mechanism whereby revenue can be directed to the appropriate jurisdictions for financing and management of their responsibilities.



ACTION STRATEGY III

Transfer Responsibility and Share Revenues

Initiatives

- III. 1. Form a Working Group of Municipal and State Officials to develop an equitable sharing relationship for responsibility, costs, and revenues.
- III. 2. As part of the transfer program, propose and advocate equitable distribution of dedicated funding.
- III. 3. Propose and advocate for funding to rehabilitate local-use facilities.
- III. 4. Continue to pursue opportunities for the transfer of responsibility.

HCR

25

HOUSE COMMITTEE REPORT

(7)

Date Referred: April 5, 1991

FURTHER REFERRALS:

Resources

Date of Committee Action: 4/25/91

The TRANSPORTATION Committee considered:

HCR 25

HOUSE CONCURRENT RESOLUTION NO. 25

REBUILD COPPER RIVER RAILROAD

Relating to the rebuilding of the historic Copper River Railroad between Cordova and Chitina by the State of Alaska.

RECOMMENDATIONS:

[] the same title
 be replaced with _____ [] a new title

[] have attached amendments(s)

[] do pass

[] do not pass

[] no recommendations

[] individual recommendations

[] additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

[] fiscal impact _____

[] fiscal note(s) _____

[] zero fiscal note Under Transp. Committee

[] zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				

[Signature]
 CHAIRMAN'S SIGNATURE

Alaska State Legislature



Representative Eugene Kubina

Chairman
State Affairs
Committee

Legislative Council

Transportation
Committee

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(907) 465-4859

During Interim:
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Valdez, Alaska 99686
(907) 835-2111

SPONSOR STATEMENT

Sponsor: Representative Gene Kubina
Subject: HCR 25 - Rebuilding The Historic
Copper River Railroad
Date: 9 April 1991

HCR 25 recommends that the state investigate the logistics and feasibility of rebuilding the historic Copper River Railroad, running between the coastal community of Cordova and the historical mining town of Chitina in the interior.

HCR 25 does not recommend that the state fund this building project, but that the different, relevant departments consider the possibility of a consortium relationship between the state of Alaska, corporations and private businesses.

Rationale: The area of Alaska comprising Prince William Sound and the interior surrounding Chitina is among the most scenic country in Alaska. Reconstruction of the historic Copper River Railroad would act as both a natural tourist draw and a link between the two areas.

The Copper River railroad, in linkage with jet transportation via Cordova, and the Alaska marine highway of Prince William Sound, would create a transportation circuit that would enhance tourism both in this combined region and throughout Alaska. Using these modes of transportation would encourage "European" style of tourists (employing mass transportation), which produces less environmental impact yet more financial impact on local businesses and communities.

The reconstruction of this railroad would bring economic growth to a region that is economically depressed. A strong tourism push in this combined region, including refurbishment of the included communities to enhance the mining history and architecture, could

— DISTRICT SIX —

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be a draw from both the Orient and Europe, strengthening air traffic into the state during a time of ongoing reduction in such air transportation.

The tourist industry is looking anxiously for safe, uncrowded tourists attractions in a world becoming increasingly impacted and environmentally polluted. The combined Prince William Sound/Chitina region--coupled together by the historic Copper River Railroad--could become the next global recreation center. The mixture of coastal and interior environment, unspoiled wilderness, and rustic communities makes it a natural.

Rationale 2: For almost half a century the community of Cordova has been divided over the issue of whether or not to build a road to the community using the Copper River Railroad corridor. This issue has been one of great emotional dispute, literally pitting neighbor against neighbor, year after year. Dozens of surveys have been completed; studies have been performed; and the battle still rages.

The Copper River Railroad can be seen as a positive compromise on this situation, allowing land access while protecting fragile environments like the Copper River Delta. It is difficult to control growth and environmental impact along a road. A railroad can provide both the access and control over both growth and expansion of populations and land use.

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: _____
 Title: HCR 25 - Relating to rebuilding BRU: _____
the Copper River Railroad
 Sponsor: Rep. Kubina Components: _____
 Requestor: House Transportation Committee

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

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Wendy Mulder Phone: 465-4858
 Division: House Transportation Committee Date: 4/24/91

Approved by Commissioner: _____ Date: 4/24/91
 Agency: House Transportation Committee Chairman

Distribution (by preparer):

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

**ALTERNATIVES FOR CORDOVA
P.O. Box 1464
Cordova, AK 99574**

March 18, 1991

Alaska State Legislature
Juneau, AK 99811

Greetings:

We would like to take this opportunity to share with you some of the preliminary results of the survey we just completed in Cordova and the surrounding area seeking public opinion on the issue of the Copper River Highway.

In order to give everyone a chance to participate, we did a bulk mailing of approximately 1500 surveys to every boxholder in Cordova. In addition, surveys were made available at Cordova District Fishermen United and the Hometown Bakery and ads were placed on the TV scanner and with posters in downtown business establishments advising folks of the existence of the survey, locations where surveys could be obtained and deadlines. The survey was closed down on March 3, 1991. We received a return of 497 surveys. Of these, 482 were signed by residents claiming that they were physically present in Cordova during the time the survey took place. Of the 482 signed returns, 38 returns were uncounted due to being incomplete or undecided. We feel this is a valid number of returns and gives a good indication of how Cordovans feel on this issue at this time as it compares well with our community's turn out at elections.

The results of the survey on the question:

Do you as an individual wish to see the completion of the Copper River Highway into Cordova?

Yes	124	28%
No	320	72%

On the question ranking the preference of various alternatives by weight:

(1)	Improved Ferry	2274 points
(2)	Current Ferry	1679 points
(3)	Summer Road-Improved Ferry	1362 points
(4)	Summer Road-Current Ferry	1101 points
(5)	All Weather Federal Standard Highway	1049 points
(6)	Other	597 points

Actual tabulations of results:

	#1	#2	#3	#4	#5	#6
All Weather Federal Standard	79	10	31	24	96	137
Improved Ferry	280	59	22	56	20	3
Current Ferry	33	223	37	26	71	18
Summer Road-Improved Ferry	25	72	125	96	22	20
Summer Road-Current Ferry	16	30	75	114	92	29
Other	27	21	54	5	21	57

Page Two
March 18, 1991

From these results, one can see that the obvious first choice of many Cordovans is an improved ferry system. I personally hope to see our Legislature in the forefront of working to seek improvements in our existing highway system, the Alaska Marine Highway. We need to bring its service up to the best it can be before spending excessive time and energy bringing into existence an unproven and costly alternative which may prove unnecessary or possibly even harmful.

It is our hope to be able to transcribe all comments (both pro and con) into a readable manuscript available as soon as possible. One thing these comments show is that we are a community with strong feelings on this issue and that all stands on the issue of the Copper River Highway need to be prefaced with the modifier "some." So while it is true that "some" Cordovans want the road, it is also just as true (and our survey shows it's a good percentage) that "some" don't. Maybe it's time, in the wake of the oil spill experience, to see whether or not plans for the transportation system in Cordova reflect the views of its residents.

Current spokesperson for the group of Cordovans who make up Alternatives for Cordova.

Ralph E. Lohse 424-7170

Alternatives for Cordova Public Opinion Survey Compilation of Results

1. Please rank in order of preference the following alternatives to the transportation system for Cordova. Please use a 1 through 6 ranking, with 1 being your first choice and 6 being your last choice.

		Points	Firsts
[1]	Improved ferry {Alaska Marine Highway}	2274	280
[2]	Current ferry {Alaska Marine Highway}	1699	33
[3]	Summer road and improved ferry {Alaska Marine Highway}	1362	25
[4]	Summer road and current ferry {Alaska Marine Highway}	1101	16
[5]	All weather Federal Standard highway	1048	79
[6]	Other		

2. Cordova enjoys excellent airline service for a community its size. If there is a summer highway into Cordova, is it your opinion that freight and passenger traffic using the Cordova Airport terminal will be affected?

[30] Increase [255] Decrease [175] Remain the same.

What affect do you feel this will have a on the quality and frequency of air service we enjoy year-round as a community in the future.

[44] Positive [250] Negative [149] No affect,

3. Is the quality and frequency of year-round air service to Cordova currently important to you?

[447] yes [15] no.

Would it be important to you if there was a "summer road"?

[300] yes [154] no.

Would it be important to you if there was a "year-round" highway?

[287] yes [156] no.

4. With the completion of the Copper River Highway an alternative to the current barge freight system would be available, especially in the summer when we generate our largest volume. In your opinion, which transportation is the cheapest?

[154] highway-truck [274] water-barge

5. If there was a major reduction in the volume of freight available to our barge terminal, do you feel this would have a major affect on the frequency and cost of our water {barge} freight during the year?

[354] yes [95] no.

6. The completion of the Copper River Highway will give Cordova residents at least summer road access to the discount stores of Anchorage. What affect do you feel this will have on the year-round cost of living in Cordova?

[142] Increase [128] Decrease [194] No affect

7. As a year-round resident, do you feel this will affect goods available in local stores

[133] Increase [204] Decrease volume
[142] Increase [173] Decrease selection
[190] Increase [165] Decrease cost

8. The completion of the Copper River Highway will provide an alternative to the current ferry system, with its completion do you feel the State of Alaska will be likely to improve Cordova's ferry service in the winter months?

[60] More [376] Less

9. Have you as an individual been out to mile 27 on the Copper River Highway between November 1 and April 1 at any time?

[358] yes [80] no

What is your idea of the velocity of the winter winds in the 27 to 35 mile vicinity?

[20] 0-30 [182] 30-60 [179] 60-90

What is your estimate of the snowfall along the Copper River Highway?

[0] light [38] moderate [130] heavy [114] extremely heavy [117] severe

10. What do you feel that the cost of maintaining the Copper River Highway as a winter road would be?

[32] In line with other major highways
 [50] Slightly higher than other major highways
 [113] extremely higher than other major highways
 [245] prohibitively high.

11. Do you feel that the State's current fiscal position allows adequate winter maintenance of its presently constructed highway system?

[177] yes [254] no.

What condition do you feel that currently constructed roads and highways in the state are in?

[55] Good [140] Fair [136] Adequate [111] Poor condition

Do you feel that the Copper River Highway can and will be maintained in a condition to provide safe winter access to Cordova?

[86] yes [241] no

12. As a parent, friend or neighbor would you prefer to see our local school children travel to their winter athletic contests?

[55] The Copper River Highway [358] The Alaska Marine Highway and Richardson Highway

13. Currently we Cordovans enjoy a community where many do not lock their doors or remove the keys from their cars, and where the majority feel safe from assault to themselves or their children. While Cordova is by far not crime free, major violence is not a concern of its average citizen, many have chosen it for this reason. Do you feel that the completion of the Copper River Highway will have an affect on this feeling of security?

[98] no affect [26] a positive affect [325] a negative affect

14. We Cordovans make our living in many ways. Do you feel that the completion of the Copper River Highway will have an affect on your family's gross income?

[93] positive [127] negative [108] none

Do you feel it will have an affect on your family's expenditures?

[109] positive [147] negative [186] none

Do you feel have an affect on your family's net income?

[166] increase [149] decrease [223] remain the same

15. Considering your answers to the previous questions, do you feel at this time that the completion of the Copper River Highway will affect your quality of life as a year-round resident of Cordova?

[106] positively [296] negatively [45] no

Do you feel that its completion will affect your decision to remain a winter resident?

[70] Increase [139] Decrease [226] none

16. We Cordovans are here for many reasons, not all of which can be measured in economic terms. Do you feel that aesthetics and quality of life reasons are valid considerations in the decision as to whether or not to build the Copper River Highway?

[379] yes [51] no

Do you feel that Cordova will have a better chance to survive and prosper as a community in the future with the completion of the Copper River Highway?

[148] yes [282] no

Do you feel that Cordova can maintain its uniqueness and survive and prosper in the future without the Copper River Highway?

[343] yes [96] no

17. Lastly, do you as an individual wish to see the completion of the Copper River Highway into Cordova?

[124] Yes [320] No

HCR

31

(7)

HOUSE COMMITTEE REPORT

Date Referred: May 8, 1991

FURTHER REFERRALS:

Resources

Date of Committee Action: 4/14/91

The TRANSPORTATION Committee considered:

HCR 31

HOUSE CONCURRENT RESOLUTION NO. 31

EXTEND ALASKA RAILROAD TO CANADA

Relating to the extension of the Alaska Railroad to Canada.

RECOMMENDATIONS:

be replaced with CS HCR 31 (Transp)

[x] the same title
[] a new title

[] have attached amendments(s)

[x] do pass

[] do not pass

[] no recommendations

[] individual recommendations

[] additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

[] fiscal impact _____

[] fiscal note(s) _____

[] zero fiscal note _____

[] zero fiscal note(s) _____

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
Gail Phillips	*				
Jimmy ML	*				
Brown A. Roman	✓				
Bill Hulse	x				
Richard J. [Signature]	*				

Richard J. [Signature]
CHAIRMAN'S SIGNATURE

FISCAL NOTE

Revision Date: 5/8/91
Title: Relating to the extension of the Alaska
Railroad to Canada.

Department Affected: DOT&PF
BRU:

Sponsor: M. W. Miller
Requestor: Transportation

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY92	FY93	FY94	FY95	FY96	FY97
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	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	0	0	0

CAPITAL	250	0	0	0	0	0
---------	-----	---	---	---	---	---

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

FUNDING: (Thousands of Dollars)

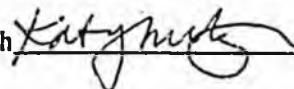
GENERAL FUNDS	250	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	250	0	0	0	0	0

POSITIONS

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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Katy McHugh 

Phone: 455-3900

Division: Special Assistant to Commissioner _____

Date: May 13, 1991

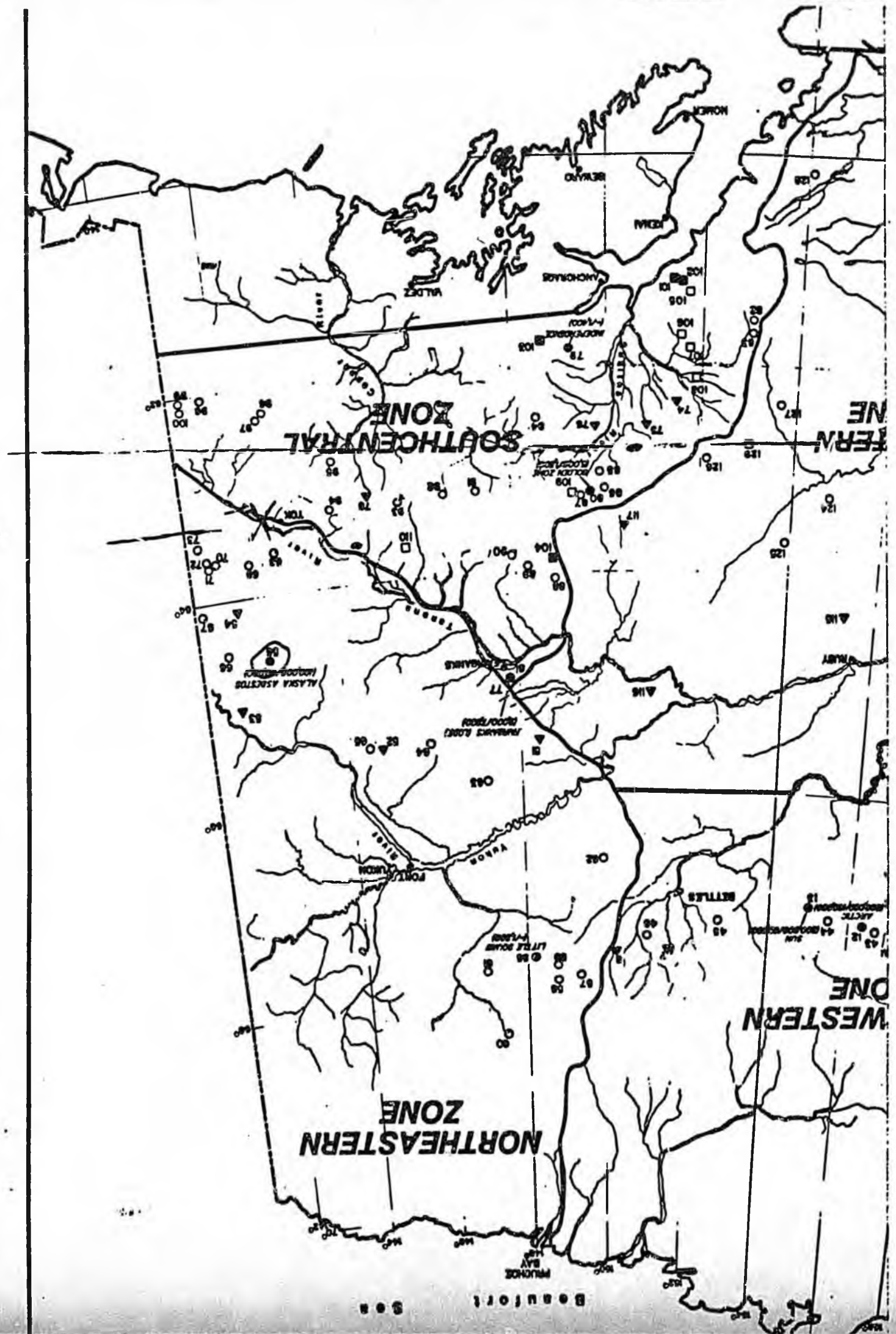
Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: May 13, 1991

Distribution By Preparer: Legislative Finance, Legislative Sponsor, Requestor, OMB, Impacted Agency(ies).



STATE OF ALASKA
THE LEGISLATURE

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

Mary Van Nimwegen

House Transportation

5-14-91

HJR

15

HOUSE COMMITTEE REPORT

(7)

Date Referred: January 30, 1991

FURTHER REFERRALS:

Date of Committee Action: _____

The TRANSPORTATION Committee considered:

HJR 15

HOUSE JOINT RESOLUTION NO. 15

DREDGING OF DRY STRAIT

Relating to the dredging of Dry Strait.

RECOMMENDATIONS:

be replaced with _____ the same title

a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): _____ (Dept)

APPROVES PREVIOUS: _____ (Dept/Date)

fiscal impact _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) _____

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

	Check appropriate column:	Do Not	No Rec	Amend
		Pass		
<i>Richard D. Drey</i>	<i>Gene Kubina</i>		<i>X</i>	
<i>Jim M...</i>				
<i>Bill...</i>				
<i>Armen A. Demian</i>				
<i>Mark Phillips</i>				

Richard D. Drey
Chairman's Signature

FISCAL NOTE

REQUEST:

Revision Date: 4/4/91
 Title: Relating to dredging
 Dry Strait
 Sponsor: Rep. Taylor
 Requestor: House Transportation
 Committee

Agency Affected: _____
 BRU: _____
 Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY92	FY93	FY94	FY95	FY96	FY97
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						
PART-TIME						
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS : (Attach a separate page if necessary)

Prepared by: House Transportation Committee Phone: 465 4858
 Division: [Signature] Date: _____

Approved by Commissioner: Chairman Richard Foster Date: 4/4/91
 Agency: House Transportation Committee

Distribution (by preparer):

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

HJR

19.

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HJR 19

Revision Date: _____
 Title: Proposing amendments to the Constitution of the State of Alaska creating a transportation fund
 Sponsor: House Transportation Committee
 Requestor: House Transportation Committee

Department Affected: Revenue
 BRU: Revenue Operations
 Component: Treasury Management

Component Serial No.

0	1	2	1
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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL				5,000	5,000	5,000
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	5,000	5,000	5,000

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER: Transportation Fund				5,000	5,000	5,000
TOTAL	0	0	0	5,000	5,000	5,000

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: Assumes an independent audit beginning in FY 95 for FY 94, the first year of funding. Contractual requirements may be more if fund accumulates substantial money requiring investment related fees.

Prepared by: Darrel J. Rexwinkel

Phone: 465-2300

Division: Treasury

Date: March 5, 1991

Approved by Commissioner: *Darrel Rexwinkel*

Agency: Revenue

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HJR 19

Revision Date: _____ Department Affected: Office of the Governor-Elections
 Title: Amendment to the Constitution BIU: Division of Elections
est. Transportation Fund Component: II - Primary and General Elections
 Sponsor: Transportation Committee
 Requestor: Transportation Comm COMPONENT SERIAL NO.

0	0	2	2
---	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL		2.2*				
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		2.2*				
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		2.2*				
FEDERAL FUNDS						
OTHER						
TOTAL		2.2*				

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: -0-

ANALYSIS: (Attach a separate page if necessary.) * This figure covers cost of inclusion of information about this issue in the Official Election Pamphlet as required by AS 15.58, and programming for DataVote counting of votes cast on this measure. However, only 4 measures can be printed on a single ballot card. Should this measure require printing an additional ballot card, the fiscal impact would be: 53.4.

Prepared By: Elizabeth Ziegler, Deputy Director Phone: 465-4611
 Division: Division of Elections Date: 3-4-91
 Approved by Commissioner: (Signature)
 Agency: Division of Elections Date: 3-4-91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

FISCAL NOTE

Revision Date: _____ Department Affected: DOT&PF
 Title: Proposing amendments to the Constitution of the State of BRU:
 Alaska creating a transportation fund
 Sponsor: House Transportation Committee Component:
 Requestor: House Transportation Committee Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY92	FY93	FY94	FY95	FY96	FY97
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	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	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUNDS	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	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

Estimate of current year impact: _____

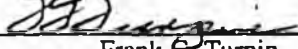
ANALYSIS: (Attach a separate page if necessary) See page 2.

Prepared by: M. Clyde Stoltzfus

Phone: 465-3900

Division: Commissioners Office

Date: February 26, 1991

Approved by Commissioner: 
 Frank G. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: February 27, 1991

Distribution By Preparer: Legislative Finance, Legislative Sponsor, Requestor, OMB, Impacted Agency(ies).

ANALYSIS (cont. from page 1):

Transportation infrastructure is one of the basic building blocks of an economic system. Transportation not only moves people and goods; it also moves the economy. In this regard, the condition of the transportation infrastructure has been clearly shown to be directly linked to the productivity of an economy. Under the current system, funding to maintain Alaska's transportation infrastructure varies greatly depending on the competing demand for state general fund dollars and fluctuating state revenues. As a basic underpinning of a healthy growing economy, maintaining our basic transportation infrastructure is too important to allow continued fluctuation. As a result of past funding variations, today we are facing an overwhelming backlog of deferred maintenance just to keep from losing our capital assets. Aside from the threat to our capital assets, the poor condition of our transportation system has had an untold impact on the productivity of our economy. In the final analysis, poor maintenance on our transportation system is a hidden cost for all businesses and ultimately all consumers in the state. This legislation would stabilize our maintenance funding so that long-term management decisions could be made that would eventually benefit all Alaskans.

FISCAL NOTE

BILL NO. HJR-19

STATE OF ALASKA
1992 LEGISLATIVE SESSION

Revision Date: 1/22/92

Department Affected: Revenue

Title: Amending the State's constitution to create a transportation fund.

BRU: Operations

Component: Treasury Management

Sponsor: Transportation

Requestor: Judiciary

Component Serial No.

0	1	2	1
---	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES		5.0	5.0	5.0	5.0	5.0
TRAVEL						
CONTRACTUAL		20.0	20.0	20.0	20.0	20.0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		25.0	25.0	25.0	25.0	25.0

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

REVENUE						
Unrestricted-General Fund:		(62,000.0)	(62,000.0)	(62,000.0)	(62,000.0)	(62,000.0)
Restricted-Transportation Fund:		62,000.0	62,000.0	62,000.0	62,000.0	62,000.0

FUNDING: (Thousands of Dollars)

GENERAL FUND/Unrestricted						
FEDERAL FUNDS						
OTHER/Transportation Fund		25.0	25.0	25.0	25.0	25.0
TOTAL		25.0	25.0	25.0	25.0	25.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: The 25.0 expenditure in total operating costs is the basic personal services and contractual costs for a trust managed by the Treasury Division. Contractual costs would consist of external investment management, accounting, auditing, and custodial services. Future cost increases are dependent on the asset growth of the trust fund from revenues and appropriations. (continued)

Prepared by: Brian C. Andrews

Phone: 465-2350

Division: Treasury

Date: January 22, 1992

Approved by Commissioner: *David*

Agency: Revenue

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

Continued Analysis HJR 19

ANALYSIS: This legislation would reduce the unrestricted revenue to the general fund received from the State's licenses and fees for the registration, operation, and use of motor vehicles, aircraft, and watercraft and from net State taxes on fuel used for motor vehicles, aircraft and watercraft by approximately 62 million dollars. These revenues would then be used for authorized expenditures from the transportation fund.

FY 1991 TRANSPORTATION REVENUES

Unrestricted Revenues - Preliminary (000s)

AKSAS CODE	TITLE	ACTUALS FY 91
60210/20/30	Fuel Taxes	39,917
62210	Motor Vehicle License/Registration	20,760
65311	Airspace Leases	6
64405	Landing Fee	122
64420	Oil & Gas Fee	74
64430/40	Vehicle Parking/Building Rent	(4)
64460	Concession Fee	19
64475	Land Rental	113
55100	Appropriated Unrestricted Revenue	1,008
TOTAL TRANSPORTATION FUND		62,015

Source: Treasury Division, 1/14/92.

MEMORANDUM

STATE OF ALASKA
DEPARTMENT OF REVENUE

To: House Transportation Committee
House of Representatives
Capitol Building, Rm. 17

Date: March 7, 1991

Telephone: 465-2300

From: Darrel J. Rexwinkel
Deputy Commissioner



Re: HJR 19 - Revision of Fiscal
Note

Attached is a revision of HJR 19 for "Proposing amendments to the Constitution of the State of Alaska creating a transportation fund." The change is for the amount of money to reflect expenditures in thousands of dollars, from \$5,000 to \$5.0.

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HJR 19

Revision Date: March 7, 1991
 Title: Proposing amendments to the Constitution of the State of Alaska creating a transportation fund
 Sponsor: House Transportation Committee
 Requestor: House Transportation Committee

Department Affected: Revenue
 BRU: Revenue Operations
 Component: Treasury Management

Component Serial No.

0	1	2	1
---	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL				5.0	5.0	5.0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	5.0	5.0	5.0

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER: Transportation Fund				5.0	5.0	5.0
TOTAL	0	0	0	5.0	5.0	5.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: Assumes an independent audit beginning in FY 95 for FY 94, the first year of funding. Contractual requirements may be more if fund accumulates substantial money requiring investment related fees.

Prepared by: Darrel J. Rexwinkel

Phone: 455-2300

Division: Treasury

Date: March 7, 1991

Approved by Commissioner: *Darrel J. Rexwinkel*

Agency: Revenue

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HJR 19

Revision Date: _____
 : Proposing amendments to the Constitution of the State
of Alaska creating a transportation fund
 Sponsor: House Transportation Committee
 Requestor: House Transportation Committee

Department Affected: Revenue
 BRU: Revenue Operations
 Component: Treasury Management

Component Serial No.

0	1	2	1
---	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL				5,000	5,000	5,000
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	5,000	5,000	5,000

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER: Transportation Fund				5,000	5,000	5,000
TOTAL	0	0	0	5,000	5,000	5,000

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: Assumes an independent audit beginning in FY 95 for FY 94, the first year of funding. Contractual requirements may be more if fund accumulates substantial money requiring investment related fees.

Prepared by: Darrel J. Rexwinkel

Phone: 465-2300

Division: Treasury

Date: March 5, 1991

Approved by Commissioner: *Darrel Rexwinkel*

Agency: Revenue

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

FISCAL NOTE

Revision Date: 03/08/91
Title: Transportation Fund

Department Affected: DOT&PF
BRU:

Sponsor: House Transportation Committee
Requestor: House Transportation Committee

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY93	FY94	FY95	FY96	FY97	FY98
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	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	0	0	0

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUNDS	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER FUND SOURCE	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary)

See second page.

Prepared by: M. Clyde Stoltzfus

Phone: 465-3900

Division: Office of Strategic Management, Planning and Policy

Date: January 14, 1991

Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: January 14, 1991

ANALYSIS (cont. from page 1):

Transportation infrastructure is one of the basic building blocks of an economic system. Transportation not only moves people and goods, it also moves the economy. In this regard, the condition of the transportation infrastructure has been clearly shown to directly linked to the productivity of an economy. Under the current system, funding to maintain Alaska's transportation infrastructure varies greatly depending on the competing demand for state general fund dollars and fluctuating state revenues. As a basic underpinning of a healthy growing economy, maintaining our basic transportation infrastructure is too important to allow continued fluctuation. As a result of past funding variations, today we are facing an overwhelming backlog of deferred maintenance just to keep from losing our capital assets. Aside from the threat of our capital assets, the poor condition of our transportation system had an untold impact on the productivity of our economy. In the final analysis, poor maintenance on our transportation system is a hidden cost for all businesses and ultimately all consumers in the state. This legislation would stabilize our maintenance funding so that long-term management decisions could be made that would eventually benefit all Alaskans.

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HJR 19

Revision Date: 01/13/92
Title: Amendment to the Constitution RE: Transportation Fund
Sponsor: Transportation Committee
Requestor: Transportation Committee

Department Affected: Office of the Governor-Elections
BRU: Division of Elections
Component: 11-Primary and General Elections

COMPONENT SERIAL NO.

0	0	2	2
---	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	2.2*	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	2.2*	0	0	0	0	0

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

REVENUE FUND SOURCE:	0	0	0	0	0	0
----------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUND	2.2*	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER FUND SOURCE:	0	0	0	0	0	0
TOTAL	2.2*	0	0	0	0	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

Estimate of current year impact: 0

ANALYSIS: (Attach a separate page if necessary.) * This figure covers cost of inclusion of information about this issue in the Official Elections Pamphlet as required by AS 15.58, and programming for DataVote counting of votes cast on this measure. However, only 4 measures can be printed on a single ballot card. Should this measure require printing an additional ballot card, the fiscal impact would be: 53.4.

Prepared by: Elizabeth Ziegler, Deputy Director Phone: 465-4611
Division: Elections Date: 01/13/92

Approved by Commissioner: Charles E. Thickett
Agency: Office of the Governor Date: 01-13-92

Distribution (by preparer): Leg. Fin., Legislative Sponsor, Requestor, OMB/DBR, Gov. Legis. Ofc., & Impacted Agency(ies).

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HJR 19

Revision Date: _____
 Title: Proposing amendments to the Constitution of the State of Alaska creating a transportation fund
 Sponsor: House Transportation Committee
 Requestor: House Transportation Committee

Department Affected: Revenue
 BRU: Revenue Operations
 Component: Treasury Management

Component Serial No.

0	1	2	1
---	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL				5,000	5,000	5,000
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	5,000	5,000	5,000

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER: <u>Transportation Fund</u>				5,000	5,000	5,000
TOTAL	0	0	0	5,000	5,000	5,000

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: Assumes an independent audit beginning in FY 95 for FY 94, the first year of funding. Contractual requirements may be more if fund accumulates substantial money requiring investment related fees.

Prepared by: Darrel J. Rexwinkel Phone: 465-2300
 Division: Treasury Date: March 5, 1991
 Approved by Commissioner: *Darrel Rexwinkel*
 Agency: Revenue

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

Department of Transportation & Public Facilities



POSITION PAPER

BILL NO: HJR 19

APPROVED: *[Signature]*

TITLE: Proposing a dedicated fund

DATE: February 27, 1991

The Department of Transportation and Public Facilities endorses this Resolution proposing a constitutional amendment establishing a dedicated transportation fund. The department has the statutory responsibility for the maintenance and operation of Alaska's transportation system. The department believes that maintaining the state's transportation system in a responsible manner is of vital importance to the economic well-being of all Alaskans. Consequently, the department is concerned that the volatility of current revenue sources make it increasingly difficult to insure that the necessary funds are available to maintain the system in a responsible manner.

The department believes that user fees are one of the more equitable and appropriate methods of attaining a stable funding source for transportation facilities. The department also recognizes that a direct linkage between the expenditures of a fee and the services provided, raises the credibility of the user fee concept and may make increasing those fees more acceptable to system users. Moreover, establishing a direct linkage between the fees collected and the expenditures authorized would provide the consuming public with the ability to make an informed decision about the cost of the services they expect. Since a dedicated fund would create the direct linkage between expenditures authorized and the fees collected, the department believes that establishment of a dedicated fund is the most significant, long-term step needed to better manage the capital assets the State has in its transportation infrastructure.

Biography

F. G. TURPIN

Frank G. Turpin is Commissioner of the Alaska Department of Transportation and Public Facilities.

A native of Bluefield, West Virginia, Turpin holds a masters degree in chemical engineering from Virginia Polytechnic Institute. He began his career with Exxon in 1947, and during the more than 37 years with them, he held various management positions in Exxon refineries in Louisiana and Texas. In 1971, he became vice president of Exxon's Research and Engineering Company and was elected to their board of directors. He joined Alyeska in 1978, "on loan" from Exxon, serving as the company's president, the first year the pipeline was put in service. In January 1985, he retired from Exxon.

The thoughts of retirement were short lived, however, as Turpin accepted the challenge of running the new State-owned Alaska Railroad Corporation in January 1985. He served as president and chief executive officer of the railroad until January 1991.

Turpin has been engaged in many civic endeavors during his twelve years in Alaska. Long active in Chamber of Commerce activities in other cities where he has lived, he continued that interest in Anchorage and served as president of the Anchorage Chamber of Commerce in 1982-83. He is also a director of the Alaska State Chamber of Commerce.

Other civic involvement includes memberships in Rotary International, the Advisory Board of Providence Hospital (Anchorage), and the College of Fellows of the University of Alaska Foundation. He also is a member of Commonwealth North, an Anchorage nonprofit business and public policy group, and served as president in 1990.

STATE OF ALASKA THE LEGISLATURE

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

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Mary Van Nimwegen

<i>House Transportation</i>	<i>2-28-91</i>
<i>House Transportation</i>	<i>3-7-91</i>



House Transportation Committee

DATE: 3/7/91

PLACE: 17

SUBJECT OF MEETING:
HJR 19
Confirmation hearing

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
FRANK G. TURPIN	DOT	PO Box 2	99511		465-3900	<input checked="" type="radio"/> Y	<input type="radio"/> N	HJR 19
Darrel Rexwinkel	Revenue				2300	<input type="radio"/> Y	<input checked="" type="radio"/> N	HJR 19
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	

HJR

60

HOUSE COMMITTEE REPORT

(7)

Date Referred: January 14, 1992

FURTHER REFERRALS:

Date of Committee Action: 1/28/92

The TRANSPORTATION Committee considered:

HJR 60

HOUSE JOINT RESOLUTION NO. 60

SMITHSONIAN AIR/SPACE MUSEUM EXPANSION

Relating to the expansion of the National Air and Space Museum.

RECOMMENDATIONS:

be replaced with _____ the same title

have attached amendments(s) a new title

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact _____

fiscal note(s) _____

zero fiscal note House Transp Committee

zero fiscal note(s) _____

SIGNING <u>DO</u> PASS	DP	<u>OTHER</u> RECOMMENDATIONS	DNP	NR	AM
<i>Louis P. Bell</i>	<input checked="" type="checkbox"/>	<i>Gene Kabera</i>		<input checked="" type="checkbox"/>	
<i>Loren A. Lott</i>	<input checked="" type="checkbox"/>				
<i>Bill Gooden</i>	<input checked="" type="checkbox"/>				
<i>Richard J. Stroy</i>	<input checked="" type="checkbox"/>				

Richard J. Stroy
CHAIRMAN'S SIGNATURE

FISCAL NOTE

Revision Date: _____ Department Affected: DOT&PF
 Title: Expansion of the smithsonian BRU:
 air/space museum
 Sponsor: Rep. Phillips Component:
 Requestor: House Transportation Comm. Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY93	FY94	FY95	FY96	FY97	FY98
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	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	0	0	0

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUNDS	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER FUND SOURCE	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Wendy Mulder, Committee aide

Phone: 465-4858

Division: House Transportation Committee

Date: 1/27/92

Approved by Commissioner: Richard Foster

Phone:

Agency: Chairman, House Transportation Committee

Date: 1/27/92

Distribution By Preparer: Leg. Finance, Leg. Sponsor, Requestor, OMB/DBR, Gov. Leg. Office, Impacted Agency(ies).



Alaska State Legislature

HOUSE OF REPRESENTATIVES

REPRESENTATIVE GAIL PHILLIPS

STATE CAPITOL
JUNEAU, ALASKA
99801-1182

Official Business

PHONE: (907) 465-2689

FAX: (907) 465-3472

MEMORANDUM

TO: House Transportation Committee Members

FROM: Representative Gail Phillips *Gail*

DATE: January 27, 1992

RE: House Joint Resolution 60, National Air & Space Museum

The Smithsonian Museum determined in the early 1980's to expand the National Air and Space Museum. Since that time the location of this proposed expansion has been continually debated.

I have introduced HJR 60 as a result of the Western Legislative Conference's passage of a similar resolution last summer. Currently, three states have passed similar resolutions (Colorado, Wyoming and Idaho), while at least five other states have passage of such legislation pending. In addition, the Western Governor's Conference recently adopted a resolution supporting this idea.

I encourage you to support the Western States by passing this resolution. Thank you.



WESTERN LEGISLATIVE CONFERENCE THE COUNCIL OF STATE GOVERNMENTS
121 SECOND ST. 4 TH FL. SAN FRANCISCO, CA 94105 PHONE (415) 974-6422 FAX (415) 974-1747

APPROVED RESOLUTION NO. 91-7

PROMOTING THE DEVELOPMENT OF THE AMERICAN
COMMERCIAL SPACE INDUSTRY AND SUPPORTING A
NATIONAL COMPETITION FOR THE SITE OF THE
NATIONAL AIR AND SPACE MUSEUM EXPANSION

(Urging the U.S. Congress to Approve Measures
to Encourage Further Development of the Commercial
Space Industry)

(Introduced by the Economic Development and
International Trade Committee)

WHEREAS, the commercial space industry generates additional jobs and revenues for western states through related manufacturing, fabricating and service industries, and supports educational programs and research into the development of advanced communications, remote sensing of the environment to help understand problems such as global warming, and helps in innovative in-space manufacturing processes such as microgravity; and

WHEREAS, the commercial space industry creates about \$3.6 billion in revenues annually and produces thousands of jobs for those states with active commercial launch operations; and

WHEREAS, several western states have or are developing viable commercial space launch facilities or programs including Alaska, California, Colorado, Hawaii and New Mexico; and

WHEREAS, the federal government recently released the National Space Launch Policy which recognizes the vital role of the U.S. commercial space industry; and

WHEREAS, the U.S. Congress is considering legislation designed to stimulate the commercial space industry and thereby create more jobs for Americans and revenues for the states; and

WHEREAS, access by the citizens of the West to the historical treasures of America's air and space history would enhance their awareness and support for air and space industry; and

WHEREAS, the House Subcommittee on Interior Appropriations has recommended the selection for the site of the planned national Air and Space Museum Extension should be a competitive process and

WHEREAS, legislation, H.R. 3281 "National Air and Space Museum Expansion Site Selection Act of 1991", has been introduced which requires a nationwide site selection process;

WESTERN STATES

ALASKA

ARIZONA

CALIFORNIA

COLORADO

HAWAII

IDAHO

MONTANA

NEVADA

NEW MEXICO

OREGON

UTAH

WASHINGTON

WYOMING

PACIFIC ISLANDS

AMERICAN SAMOA

COMMONWEALTH OF THE
NORTHERN MARIANA
ISLANDS

GUAM

APPROVED RESOLUTION NO. 91-7

Page 2

NOW, THEREFORE, BE IT RESOLVED that the Western Legislative Conference of the Council of State Governments urge NASA, the U.S. Department of Transportation and the National Space Council to maintain and improve the international competitive position of the American commercial space industry through the states and private sector; and

BE IT FURTHER RESOLVED THAT the Western Legislative Conference of the Council of State Governments urges the Congress to adopt measures to encourage the further development of the U.S. Commercial space industry, including but not limited to:

1. a competitive federal grant program for the states to support the development of space-related infrastructure and technologies,
2. federal tax exemptions for certain types of space and aerospace investments designed to encourage technological innovation in the commercial space industry,
3. a national inventory of surplus military and civilian launch vehicles and related equipment such as tracking, telemetry and launch systems which could be used by the commercial space industry to enhance existing launch sites and facilities and to establish new launch sites and facilities and related infrastructure and
4. a national policy providing for the use of surplus military and civilian space equipment by the commercial space industry which is based on the need to promote growth in the industry while recognizing that commercial space companies require a stable, consistent and long-term federal policy; and

BE IT FURTHER RESOLVED that the Western Legislative Conference of the Council of State Governments urges all members of Western Congressional Delegations to actively support passage of H.R. 3281.

(RESOLUTION APPROVED BY THE CONFERENCE AT ITS
1991 ANNUAL MEETING ON SEPTEMBER 25 IN CHEYENNE, WYOMING.)

91ED9-1A

Representative Dave Choquette
Alaska House of Representatives
State Capitol, P.O.B. V
Juneau, AK 99811

Senator Paul Fischer
Alaska Senate
State Capitol, P.O.B. V
Juneau, AK 99811

Representative Tom Moyer
Alaska House of Representatives
State Capitol, P.O.B. V
Juneau, AK 99811

Senator Fred Zharoff
Alaska Senate
State Capitol, P.O.B. V
Juneau, AK 99811

Senator A.P. Lutali
American Samoa Senate
Maota Fono, P.O.B. 485
Pago Pago, AS 96799

Senator Leala Reid, Jr.
American Samoa Senate
Maota Fono, P.O.B. 485
Pago Pago, AS 96799

Representative Peseta F. Siatu'u
Am. Samoa House of Representatives
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Sen. Pres. P/T Letuli Tolca
American Samoa Senate
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Pago Pago, AS 96799

Representative Brenda Burns
Arizona House of Representatives
State Capitol
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Senator Stan Furman
Arizona Senate
1700 W. Washington
Phoenix, AZ 85007

Representative Patti Noland
Arizona House of Representatives
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Phoenix, AZ 85007

Senator Manuel Pena
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1700 W. Washington
Phoenix, AZ 85007

Senator Newton Russell
California Senate
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Sacramento, CA 94248-0001

Senator Rose Ann Vuich
California Senate
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Representative Philip L. Pankey
Colorado House of Representatives
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Representative Tom Ratterree
Colorado House of Representatives
State Capitol
Denver, CO 80203

Senate Pres. Ted Strickland
Colorado Senate
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Denver, CO 80203

Senator John P. Aguon
20th Guam Legislature
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Agana, GU 96910

Senator George Bamba
Twentieth Guam Legislature
155 Hessler St.
Agana, GU 96910

Senator Pilar Lujan
Guam Legislature
155 Hessler St.
Agana, GU 96910

Senator Gordon Mailloux
Guam Legislature
155 Hessler St.
Agana, GU 96910

Representative Paul Harrington
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Representative Robert C. Geddes
Idaho House of Representatives
State Capitol
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Representative Robert S. Light
New Mexico House of Representatives
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Representative Louis J. Horvath, Jr.
Idaho House of Representatives
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Boise, ID 83720

Senator Joseph K. Harvey
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Senator Marguerite McLaughlin
Idaho Senate
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Senator Lee Staker
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Senator Tom Rutherford
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Seventh N. Marianas Legislature
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Senator James Caudell
New Mexico Senate
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Santa Fe, NM 87503

Senator Nicholas J. Horn
Nevada Senate-357 Legislative Bldg.
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Representative Vincent Gallegos, Jr.
New Mexico House of Representatives
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Santa Fe, NM 87503

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Nevada Assembly-314 Legislative Bldg.
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Carson City, NV 89710

Senator Leonard V. Nevin
Nevada Senate-Legislative Bldg.
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Representative Bruce A. Hinchey
Wyoming House of Representatives
State Capitol
Cheyenne, WY 82002

Senator Haven J. Barlow
Utah Senate
State Capitol
Salt Lake City, UT 84114

Representative John P. Marton
Wyoming House of Representatives
State Capitol
Cheyenne, WY 82002

Representative R. Haze Hunter
Utah House of Representatives
State Capitol
Salt Lake City, UT 84114

Senator Jim Twiford
Wyoming Senate
State Capitol
Cheyenne, WY 82002

Senator Eldon A. Money
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Sacramento, CA 94248-0001

Representative James Yardley
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Senator Alan Bluechel
Washington Senate
Legislative Bldg.
Olympia, WA 98504

Representative Elmira Forner
Washington House of Representatives
417 John L. O'Brien Bldg
Olympia, WA 98504

*[Sen. Marks (CA) is on list at his
personal request - not a member]

Representative Pete Kremen
Washington House of Representatives
J. L. O'Brien Bldg. #308
Olympia, WA 98504

bp:\version\labels/econi725/~~8-11-91~~
11-28-91

Senator Dwight Felz
Washington Senate
Room 402-B JAC Building
Olympia, WA 98504

Senator Jerry Dixon
Wyoming Senate
State Capitol
Cheyenne, WY 82002

The Sunday Oregonian

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PATRICK L. MARLTON, Circulation Director

DONALD J. STERLING JR., Assistant to the Publisher

Go west, Smithsonian, go west

*Why should Westerners have to hike
to Washington to see every national treasure?*

The Smithsonian Institution's National Air and Space Museum needs more room to display its wonderful collection, and its planners are proving that they're not Inside-the-Beltway types. Oh no, they're seeking to put an expansion way out west — at Dulles International Airport in Virginia. That's a bit west of Washington, D.C., deep in the American hinterland by Beltway standards.

"Westward, ho" would not be the phrase guiding this expansion. "Westward, ha" is more like it.

The Center for the New West has finer appreciation of American geography and demographics, and has come up with an idea the Smithsonian and Congress should consider. The Denver-based think tank recommends that the Air and Space Museum's expansion be at Denver's Stapleton International Airport.

Is the proposal grounded in self-interest? To an extent, yes. But there are several reasons why such a move should fly. Twenty percent of the nation's population lives in the Mountain and Pacific states. Yet only 2.1 percent of visitors to the Washing-

ton area come from these states. Locating the museum's extension in Colorado would allow millions of Americans who'll never visit the capital to see some of the museum's collection.

Denver would also be right in the middle of one of the nation's fastest-growing travel markets. Unlike the Dulles site, it would not compete with the main Air and Space Museum.

Also as important in these cash-strapped times, locating the Air and Space Museum extension in Denver would save taxpayers more than \$145 million, according to the Center for the New West study. In short, not only would more taxpayers be able to see a collection that will include the Space Shuttle Enterprise, but also they would have to pay less to put up the attraction in the first place.

"The Smithsonian must be seen as the property of the whole American people," Robert Adams, secretary of the Smithsonian Institution, has said.

Seeing is believing. Pacific Northwest lawmakers should join congressional sponsors of legislation to require the Smithsonian to conduct a national site selection for the Air and Space Museum extension.

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
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Mary Van Nimwegen

House Transportation

1-28-92

SB

9

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. CS SB 9

Revision Date: _____ Department Affected: Community & Regional Affairs
 Title: "An Act naming the Bob Blodgett" BRU: Administration and Support
Nome-Teller Highway..... Component: Office of the Commissioner
 Sponsor: Adams, Rodey, Sturgulewski
 Requestor: Pourchot COMPONENT SERIAL NO.

	6	8	3
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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
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						

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Remond Henderson Remond Henderson Phone: 465-4708
 Division: Administrative Services Date: 2/18/91
 Approved by Commissioner: Ed. Blatchford Edgar Blatchford
 Agency: Community & Regional Affairs Date: _____

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. CSSB 9

Revision Date: 12-Feb-91 Department Affected: Natural Resources
 Title: An Act naming the Bob Blodgett BRU: Management & Administration
 Name-Teller Highway etc. Components: Commissioner's Office
 Sponsor: Senator Adams
 Requestor: Senate Transportation Committee COMPONENT SERIAL NO. 423

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND&STRUCTURES						
GRANTS,CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of Current year impact:

ANALYSIS: (Attach a separate page if necessary)
See Attached

Prepared by: Carol Wilson Phone: 465-2400
 Division: Commissioner's Office Date: Feb. 12, 1991

Approved by Commissioner: B Harold Heinze Date: Feb. 12, 1991
 Agency: Department of Natural Resources

Distribution (by preparer) : Legislative Finance, legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

STATE OF ALASKA
1990 LEGISLATIVE SESSION

FISCAL NOTE

No. 1

Version: SB 9

(S) Publish Date: 2/8/91

Revision Date:

Title: An act naming the Bob Blodgett
Nome-Teller Highway.

Department Affected:

DOT&PF

BRU:

Western District M&O

Sponsor: Adams, Rodey, Sturgulewski

Component:

Highways & Aviation

Requestor: Senator Adams

Component Serial Number:

0587

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY91	FY92	FY93	FY94	FY95	FY96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	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	0	0	0

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUNDS	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	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

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary)

The only direct costs incurred by this bill would be approximately \$400 to purchase two signs; one for each end of the highway. That cost would be absorbed by the Western District M&O budget. Sign installation would be done incidental to normal sign maintenance.

Prepared by: Norm Piispanen

Phone: 474-2423

Division: Northern Region Planning

Date: January 29, 1991

Approved by Commissioner: Frank G. Turpin

Changes in SSB 9 Trans
have no fiscal impact. This
fiscal note is appropriate.

Agency: Department of Transportation and Public Facilities

2/7/91 Cam
date Comte Aide (initial)

Distribution By Preparer: Legislative Finance, Legislative Sponsor, Requestor, OMB, Impacted Agency(ies).

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

MAR 05

TO: Representative Richard Foster, Chair
House Transportation Committee

FROM: Senator Al Adams *WPA*

RE: Senate Bill 9, "An Act naming the Bob Blodgett Nome-Teller Highway, the Ina Johnson Bridge, and Mount McGhan"

DATE: March 4, 1991

This is to request a hearing in the House Transportation Committee on the aforementioned legislation.

Attached to this letter are:

- ° copy of original bill and new version
- ° fiscal notes from DCRA, DOT and DNR
- ° map of the road area for Bob Blodgett Road designation
- ° letter of support from the Department of Transportation Western District manager for Bob Blodgett Road designation
- ° copies of past newspaper articles showing Senator Blodgett's interest in creation of the road
- ° letter of support from the City of Nome for Bob Blodgett Road designation
- ° resolution by the Nome City Council in support of Bob Blodgett Road designation
- ° statutory citation of need for legal action in road naming
- ° statutory citation for Geographic Names Board
- ° legislative citation that passed the Seventeenth Legislature recognizing the contributions of Senator Blodgett
- ° resolution of the North and Northwest Mayors Conference supporting the Bob Blodgett Road designation
- ° committee reports
- ° background material on Ina Johnson and Bruce McGahn

If you need further information please contact Martha Stewart my office.

Thank you for your consideration of this.

SENATE FINANCE COMMITTEE REPORT

Sponsor
Sen. Adams

DATE: 2/8/91

FURTHER:

DATE TURNED INTO OFFICE: 2/19/91

The Finance Committee considered SENATE BILL NO. 9
"An Act naming the Bob Blodgett Nome-Teller Highway."

and recommended:

- replace with _____ CS
- or adopt _____ CS SB 9 (T130.)
- attached amendment(s)
- _____ letter of intent adopted
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

- same title
- new title
- technical title change (HB only)

ATTACHES NEW FISCAL NOTE(S): Dept/Date:

- fiscal note(s) _____
- zero fiscal note(s) DNR 2/12/91

APPROVES PREVIOUS:

- fiscal note(s) _____ Dept/Date:
- zero fiscal note(s) DOT 1/29/91

appropriation-no fiscal note

SIGNING DO PASS:

[Handwritten signatures]

OTHER RECOMMENDATIONS:

1. [Signature] 2. [Signature] Do pass

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERENCE

DATE: 1/21/91

FURTHER: Finance

Date of 5-Day Notice: 1-31-91
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 2-8-91

Transportation Committee considered SENATE BILL NO. 9

"An Act naming the Bob Blodgett Nome-Teller Highway."

and recommended:

and a majority of the committee recommends it be replaced with

- replace with ~~SB 9~~ CS SB 9 (TRAN) same title new title
- attached amendment(s) and do pass
- _____ letter of intent adopted

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

OKM

ATTACHES NEW FISCAL NOTE(S):

- | | |
|---|--|
| Department(s)/Date: | Department(s)/Date: |
| <input type="checkbox"/> fiscal note(s) _____ | <input checked="" type="checkbox"/> zero fiscal note(s) <u>DOTPF/1/29/91</u> |
| _____ | <u>SB + CS</u> |
| _____ | _____ |
| _____ | _____ |

- appropriation-no fiscal note
- Governor's bill w/fiscal note

SIGNING DO PASS:

Harold Jones (1)

Paul Pearce (1)

OTHER RECOMMENDATIONS:

Chair: Signature and Recommendation

DO PASS

menard

Alaska State Legislature



Sen. Curt Menard, *Chair*
Sen. Lloyd Jones, *Vice-Chair*
Sen. Bettye Fahrenkamp, *Member*
Sen. Drue Pearce, *Member*
Sen. Dick Shultz, *Member*

P.O. Box V
Juneau, AK 99811

907 465-4921

Senate Transportation Committee

TO: Senate Transportation Committee

FROM: Senator Curt Menard, Chairman

DATE: 6 February 1991

RE: Ina Johnston and Bruce McGahan Amendments to SB 9

Ina Johnston came to the Matanuska-Susitna valley in 1957, where she worked for many years as a nurse's aid at the hospital. In 1963, the state provided the materials for the building of bridge #1192, with local volunteers doing the construction. Mr. Johnston worked as a welder on the bridge, and his wife Ina provided the meals for the workers.

Ina died in March of 1989, and her friends and neighbors have requested that this bridge be named to honor the work that Ina has done for her community and neighbors. As per the letters attached, Ina was always willing to lend a helping hand to those who needed it. As one of the local people who helped with the construction of the bridge, it seems only fitting that this bridge become a memorial to her.

Bruce McGhan was killed in an industrial accident on November 26, 1986 while upgrading a septic system in the Wasilla area. The family and friends of Bruce would like the State of Alaska to leave a landmark and memorial for him. Born and raised in Alaska, Bruce explored much of the state. In his travels he discovered Crescent Lake on the Kenai Peninsula.

Bruce worked throughout Alaska on many construction projects. He built village schools, houses, and state campground facilities. The work Bruce did around the state over the years stretches from Fairbanks to Valdez, Kenai to Palmer, Iliamna to Girdwood and all around southcentral Alaska.

Page 2

Ina Johnston & Bruce McGhan amendments

Bruce took great pride in his home state and in every job and landmark he left behind.

His family and friends have joined together in their request that the unnamed mountain near Crescent Lake be officially named Mt. McGhan as a memorial for this most deserving man. Bruce's remains have been spread on the slopes of this mountain in the place he loved and visited so much.

I am requesting that the committee members consider these amendments to SB 9.

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, WESTERN DISTRICT

P.O. BOX 1048
NOME, ALASKA 99762-1048
PHONE: (907) 443-3444

September 11, 1990

Senator Al Adams
P.O. Box 333
Kotzebue, Alaska 99752

Dear Al:

We here at the Department of Transportation wholeheartedly support naming the Nome-Teller highway for Bob Blodget. Were it not for his efforts it would not have been constructed. Additionally, having Bob as a friend and discussing the areas needs with him on numerous occasions I am well aware of his love for and dedication to the people of the Seward Peninsula. Bob is most deserving of this recognition.

To answer your questions: The Nome-Teller highway is a Federal Aid Secondary route. As to jurisdiction, it is under the State's but to receive Federal money it must meet Federal Standards.

I have attached copies of a 1976 Department of Highways map showing the Seward Peninsula and the various road systems. I haven't been able to find anything more detailed.

Looking through our archives here in Nome I only find a couple of old newspaper clippings which may be of some use so have included them. I will research this further.

I will send along anything else I find which will assist you in this endeavor.

Sincerely,



C. M. Coyle, Manager
Western District

CC/sg

Enclosures