

ALASKA LEGISLATURE COMMITTEE FILES 1991-1992 8672

7718 SENATE TRANSPORTATION

272



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I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

Jim Butler

Signature of Camera Operator

8/29/95

Date

1991-1992
SENATE TRANSPORTATION COMMITTEE
LIST OF FILES (PAGE 1)

MICROFICHE #

SB 9
SB 37
SB 41
SB 56
SB 71
SB 110
SB 118
SB 147
SB 151
SB 155
SB 165
SB 197
SB 218
SB 245
SB 260
SB 309
SB 324
SB 325
SB 341
SB 352
SB 357
SB 433
SCR 22

1991-1992
SENATE TRANSPORTATION COMMITTEE
LIST OF FILES (PAGE 2)

MICROFICHE #

SCR 24

SCR 33

SJR 23

SJR 35

SJR 40

SJR 54

HB 85

HB 232

HB 380

HB 402

HB 434

HB 454

HB 472

HJR 16

S B

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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

TO: Senator Curt Menard, Chair
Senate Transportation Committee

FROM: Senator Al Adams *AAA*

RE: Senate Bill 9, "An Act naming the Bob Blodgett Nome-Teller Highway."

DATE: January 24, 1991

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

Attached to this letter are:

- copy of the bill
- map of the road area
- letter of support from the Department of Transportation Western District manager
- copies of past newspaper articles showing Senator Blodgett's interest in creation of the road
- letter of support from the City of Nome
- resolution by the Nome City Council in support of this legislation
- statutory citation of need for legal action in road naming
- content of legislative citation that is presently in the legislature recognizing the contributions of Senator Blodgett

I have requested a fiscal note from the Department of Transportation and that is pending.

If you need further information please contact my office.

Thank you for your consideration of this.

SENATE BILL NO. 9

IN THE LEGISLATURE OF THE STATE OF ALASKA

SEVENTEENTH LEGISLATURE - FIRST SESSION

BY SENATORS ADAMS, Rodey, Sturgulewski

Introduced: 1/21/91

Referred: Transportation and Finance

A BILL

FOR AN ACT ENTITLED

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

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

3 *** Section 1. AS 35.40 is amended by adding a new section to read:**

4 **Sec. 35.40.070. BOB BLODGETT NOME-TELLER HIGHWAY. The road connecting**
5 **Nome and Teller is named the Bob Blodgett Nome-Teller Highway.**

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, WESTERN DISTRICT

STEVE COWPER, GOVERNOR

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



Basic System Of Throughways In Alaska Illustrated 'Before And After' By Sen. Gruening

Proposals of Senator Ernest Gruening (D-Alaska) for construction of a basic system of throughways in Alaska is seen in the accompanying photographs.

The first shows the existing road system in Alaska. In the second, the senator points out how the system would be expanded under his program.

Senator Gruening has proposed that the Public Works Committee of the Senate visit Alaska after adjournment this year to study Alaska's highway needs. He has received encouraging support from Majority Leader Lyndon Johnson (D-Tex.), Senator Dennis Chavez (D-N.M.), chairman of the Public Works Committee, and Senator Pat McNamara (D-Mich.), chairman of the Public Roads Subcommittee.

The main elements of the Gruening highway plan are as follows:

(1) Completion of the Copper River Highway from Cordova via Chitina to McCarthy and its extension to a junction with the Alaska Highway;

(2) Construction of a road paralleling the Alaska Railroad from Nenana via McKinley Park to Talkeetna and Willow, so as to provide

AFTER

a junction with Highway Yukuk;

(8) Closing of the Eagle link;

(9) Extension of the road Nabesna to a junction with the Alaska Highway;

(10) Completion of a cutoff of the Glenn Highway to the De. Highway via Lake Louise;

(11) Building of a highway across Baranof Island from Sitka to Warm Springs Bay so that Sitka may be tied into the ferry system;

(12) Completion of the Hydaburg-Craig-Hollis road so that the west coast of Prince of Wales Island may be linked with the ferry;

(13) Building of roads from southeastern Alaska cities (all depending upon Canadian cooperation in construction on their side of the border), so as to connect Skagway with Carcross, Juneau with Atlin, Petersburg and Wrangell with Telegraph Creek and Ketchikan with an extension of the "A" Route northward from Hazelton, B.C.

Senator Gruening advocates this construction over the next 10 years to correct a situation which leaves Alaska unique among the states in that few of its cities are connected with others by road.

a second through route from Fairbanks to Anchorage;

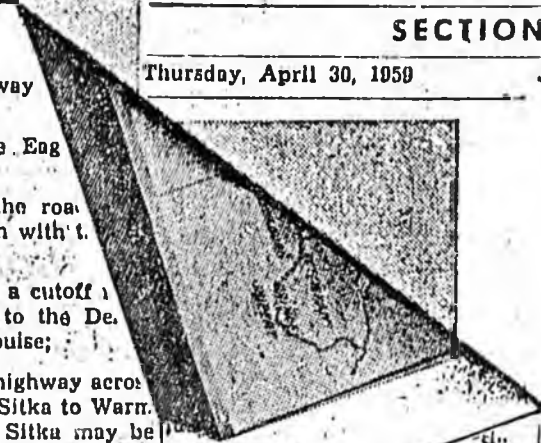
(3) Completion of Highway 97 from Fairbanks to Nome and Teller;

(4) Provision of a road from Talkeetna via McGrath to a junction with Highway 97 at Ruby, so as to give Anchorage access to northwestern Alaska;

(5) Provision of a southeastern Alaska ferry system on a fast and frequent schedule linking Prince Rupert with Haines and with stops at Ketchikan, Wrangell, Petersburg, Juneau and Skagway;

(6) Construction of a road from McGrath to Dillingham to tie Bristol Bay into the rest of the state overland;

(7) Construction of a road from Unalakleet to the Yukon River and



the proven immunity of Salk vaccine," Couch declared. The Northern Alaska chapter cooperating with the State and the Northern Medical Association in urging every person to obtain the Salk vaccine shots at their earliest possible convenience. There are a number of general ways in which the immunity of Salk vaccine may be obtained from your family physician in the office, at your convenience. All children through age 15 and expectant mothers may obtain the Salk vaccine at the Fairbanks Health Center, during the weekly shot clinic each Friday.

RE. CHANGE IN PRESENT METHOD OF ALLOCATING GASOLINE TAX FUNDS

Fairbanks Daily News-Miner - March 21, 1959
Anchorage Times March 21, 1959
Nome Nugget March 23, 1959

Fairbanks Daily News-Miner, Saturday, March

or Highw Government Would OK Planned Split, He

JUNEAU, March 21, (AP) — A Federal Bureau of Public Roads official yesterday voiced strong opposition to a bill to change Alaska's present method of allocating gasoline tax funds and require equal distribution among the state's four major districts.

After the hearing before the Senate, in session as a committee of the whole, the bill was retained on the calendar but appeared in line for amendment before final action.

Strongest support for the measure has come from northwestern Alaska senators who seek a road connecting Nome with other parts of the state. The measure, which had been saved from defeat several times, appeared headed for passage before yesterday's hearing.

E. H. Swick of Juneau, regional engineer for the BPR, told senators he felt it would be impractical to split off available highway funds in the method proposed under the bill. And he added the federal agency would not be agreeable to administering federal matching funds on such a basis.

"It's my personal opinion that the Legislature would not be wise to program a highway fund. For the first few years

*Mon Mar 23
Nome Nugget*

Opposition To Gas Tax Measure From Fed. Roads Bureau

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"It's my personal opinion that the Legislature would not be wise to program a highway fund. For the next few years at least, you should permit the state Highway Department to come up with a program and then you can see how it is doing," he said.

"I can't see how you can decide that any one area is going to have so much money and still come up with anything that makes sense."

Alaska now receives about 13½ million dollars a year in federal highway aid, he said. Along with state matching funds, the total amount available to Alaska for road programs amounts to about 15 million dollars a year.

*Anchorage Times
Mar 21 '59*

I Oppo

Proposal Impractical, Swick States

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Alaska now receives about 13½ million dollars a year in



CITY OF NOME

*Send to
June*

P.O. BOX 281 - NOME, ALASKA 99762
TELEPHONE (907) 443-5242

October 5, 1990

Senator Al Adams
Box 333
Kotzebue, Alaska 99752

Dear Al,

Enclosed please find City of Nome Resolution No. R-91-9-7, " A Resolution Endorsing the Renaming of the Nome-Teller Highway to the BOB BLODGETT NOME-TELLER HIGHWAY". This resolution was adopted unanimously by the Nome Common Council at their September 24, 1990 regular meeting.

Thank you for your plan to introduce legislation naming the road in memory of Bob. It is a fitting memorial to a man who served the Seward Peninsula for many years.

Sincerely yours,

Linda

Linda E. Conley
City Clerk

cc: Representative Richard Foster
Mrs. Robert Blodgett

Presented By:
Councilman Adams
Action Taken:
Yes 6 No 0

CITY OF NOME, ALASKA

RESOLUTION NO. R-91-9-7

A RESOLUTION ENDORSING THE RENAMING OF THE
NOME-TELLER HIGHWAY TO THE BOB BLODGETT NOME-TELLER HIGHWAY

WHEREAS, the expansion of road systems on the Seward Peninsula has always been instrumental in encouraging economic development; and,

WHEREAS, the Nome-Teller Highway is a valuable transportation route for the cities of Nome and Teller which allows ease of trade and better access to medical facilities; and,

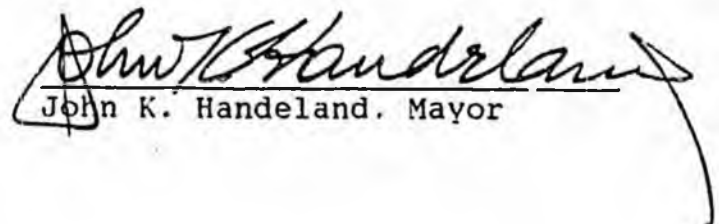
WHEREAS, R.R. "Bob" Blodgett was elected as a State Representative from the local area during the First Session of the First State Legislature in 1958 and he continued to serve in that capacity through the Third State Legislature in 1964, at which time he was elected to the State Senate and served through the Sixth State Legislature ending in 1970; and,

WHEREAS, the contributions of Senator Bob Blodgett to the local area and the state as a whole should fittingly be remembered by a dedication to his name; and,

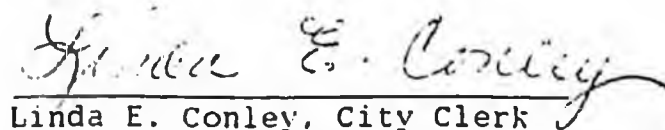
WHEREAS, Senator Blodgett was instrumental in developing and securing funding for the construction of the Nome-Teller Highway,

NOW, THEREFORE, BE IT RESOLVED by the Nome Common Council that in recognition of his commitment and dedication to the residents of Nome and Teller, the City of Nome endorses efforts to rename the Nome-Teller Highway to the BOB BLODGETT NOME-TELLER HIGHWAY.

APPROVED and SIGNED this 24 day of September, 1990.


John K. Handeland, Mayor

ATTEST:


Linda E. Conley, City Clerk

(4) that speed at which safe and prudent drivers could pass through the speed zone; and

(5) the effectiveness of local enforcement of the speed zone.

(b) In determining safe speed limits and safe speed zones within a municipality, the department shall consult with that municipality. In determining safe speed limits and safe speed zones on highways and other roadways under its jurisdiction, the department shall also consult with community councils or other community organizations in the affected area if the community councils or other community organizations request in writing to participate in the determination. The department shall provide notice and opportunity for a hearing before establishing a speed limit or speed zone other than as recommended by a municipality, community council or other community organization. (§ 2 ch 23 SLA 1986)

Sec. 19.10.080. Designation of through highways. The department may designate through highways by erecting stop signs at the entrances to them. (§ 7 art III title II ch 152 SLA 1957)

Sec. 19.10.085. Naming of a highway. (a) A highway constructed by the department under AS 19.05 — AS 19.40 may be given a name only by law.

(b) This section does not apply to

(1) a road constructed by a municipality under a grant authorized by AS 19.05 — AS 19.40;

(2) local service roads and trails. (§ 1 ch 4 SLA 1981)

Revisor's notes. — Enacted as AS 19.05.150. Renumbered in 1981.

Sec. 19.10.090. Erection and maintenance of guard rails. The department may erect and maintain guard rails, stretch wires and other devices, on highways. (§ 8 art III title II ch 152 SLA 1957)

Sec. 19.10.100. Closing highways. When it is necessary to exclude traffic from any portion of a highway, the department may close that portion of the highway by posting in a conspicuous manner, at each end of the portion closed, suitable signs warning the public that the road is closed under authority of law, and by erecting suitable obstructions. (§ 8 art IV title II ch 152 SLA 1957)

Citation for Robert "Bob" Blodgett

by Senator Al Adams and
Representative Richard Foster

The Seventeenth Alaska Legislature honors the memory of Robert "Bob" Blodgett who died on Friday, July 6, 1990 at his home in Teller, Alaska.

Bob Blodgett was born August 2, 1920 in Creston, Iowa. He was a businessman, pilot, state legislator, regional and local elected official. Mr. Blodgett arrived in Alaska in 1945 to attend the University of Alaska-Fairbanks to study mine engineering. In 1947 he went to work for Arctic Contractors building airports at the Defense Early Warning (Dew) line sites throughout Western Alaska. He worked as a heavy duty mechanic, heavy equipment operator and welder.

In 1953 Bob moved to Teller and purchased Teller Commercial Co. In 1957 he started Teller Electric Co. and in 1970 established Mukluk Telephone Co. The latter business grew to serve 13 villages in northwestern Alaska.

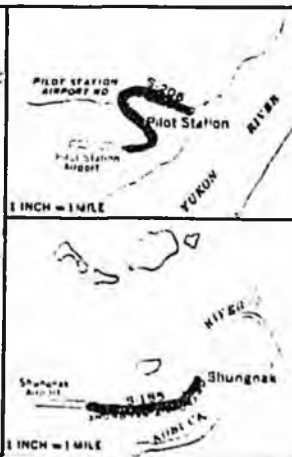
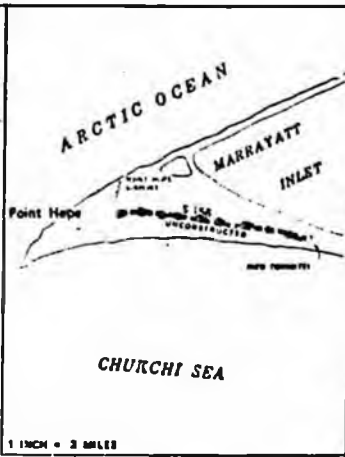
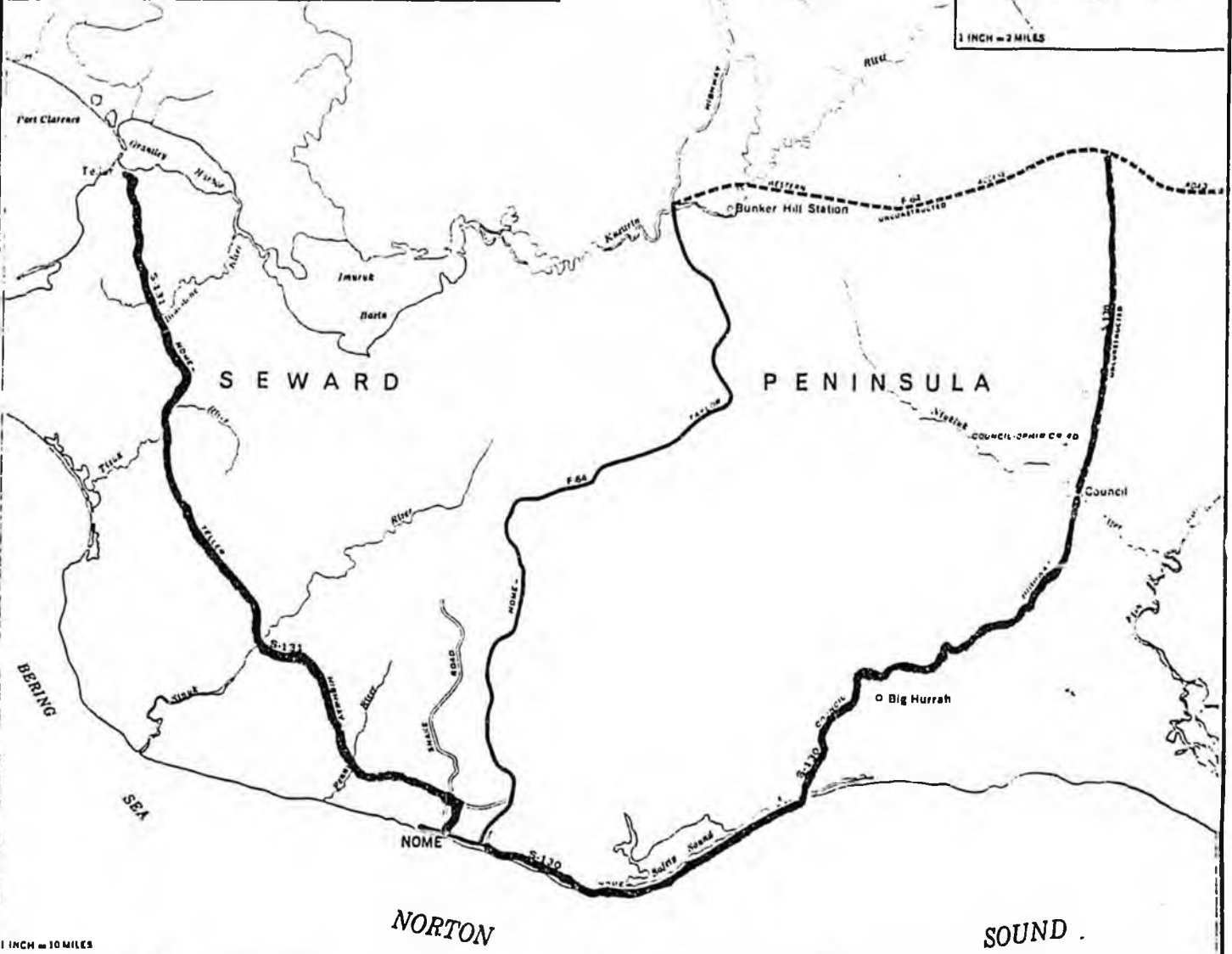
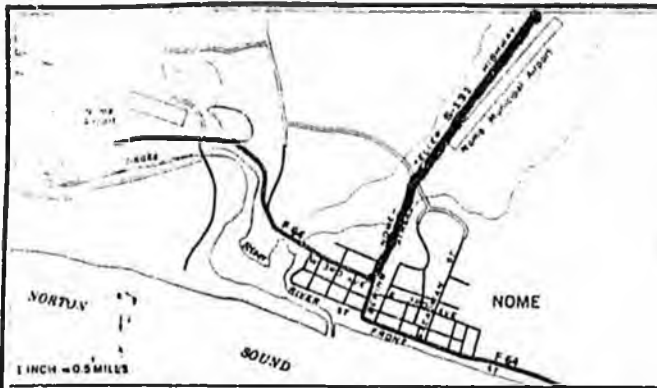
In 1959 Mr. Blodgett was elected to the 1st State Legislature House of Representatives from Teller. In 1963 he was elected to the State Senate and served until he retired in 1970. Mr. Blodgett served on the Finance Committee and was responsible for bringing many services to rural Alaska. He was elected to the second board of the Bering Strait School District and the Bering Strait Coastal Resource Service Area Board. Last year he won a seat to the Teller City Council as a write in candidate.

Bob Blodgett served in the Army Air Corp as a pilot in World War II receiving all decorated medals except the Medal of Honor. He was the second highest decorated Alaskan World War II veteran. Bob was the first commanding officer of guard units in Barrow and Fairbanks and was instrumental in their creation. He continued his military career in the Alaska National Guard retiring with the rank of Captain.

Mr. Blodgett retired as a member of Operating Engineers Local 302. He was a lifelong member of the Arctic Native Brotherhood in Juneau, founder of the Rural Alaska Power Association and member of the Alaska Telephone Association. Bob remained manager of his family owned businesses until the time of his death.

Bob Blodgett is survived by his wife Helen, son Richard, daughter-in-law Karen, and grandchildren Robert David, Luanne and Kalena, all of Teller, Alaska. He is also survived by an identical twin brother Donald of Illinois.

The Seventeenth Legislature sends its condolences to the family for the loss of a man who served as a strong advocate for rural Alaska contributed his many talents to his community, region and the State of Alaska as a whole.



LEGEND

- F-64 ROUTE
- F-64 FERRY ROUTE
- F-65 ROUTE
- F-65 FERRY ROUTE
- NON SYSTEM ROUTE
- PAU ROUTE
- CITY STREET

FEDERAL AID HIGHWAY SYSTEMS 1976

PREPARED BY THE
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS
MAPPING SECTION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FIRST SESSION OF THE ELEVENTH ANNUAL
NORTH AND NORTHWEST ALASKA MAYORS' CONFERENCE
NOME, ALASKA
OCTOBER 11-12, 1990

RESOLUTION NO. 91-35

A RESOLUTION SUPPORTING RENAMING THE NOME-TELLER HIGHWAY TO THE BOB BLODGETT NOME-TELLER HIGHWAY.

WHEREAS, former Senator Bob Blodgett committed his life to representing and improving conditions in North & Northwest Alaska; and

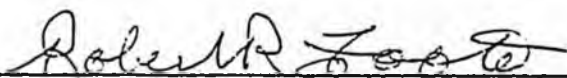
WHEREAS, Bob Blodgett was instrumental in obtaining funds for the creation and maintenance of the Nome-Teller Road; and

WHEREAS, renaming the Nome-Teller road for Bob Blodgett would be a fitting testament to his efforts; and

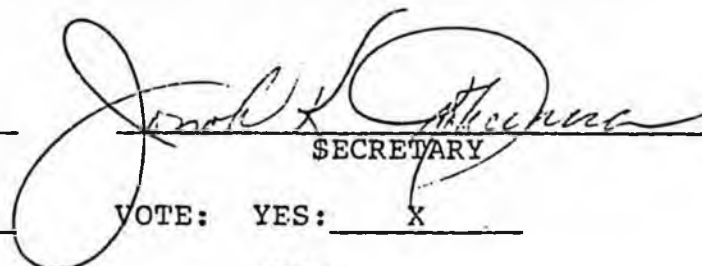
WHEREAS, Senator Al Adams will introduce legislation in the Seventeenth Legislature to rename the Nome-Teller highway.

NOW THEREFORE BE IT RESOLVED BY THE FIRST SESSION OF THE ELEVENTH ANNUAL NORTH AND NORTHWEST ALASKA MAYORS' CONFERENCE THAT: efforts by Senator Adams to rename the Nome-Teller Road after Bob Blodgett are fully endorsed and supported.

PASSED AND APPROVED BY THE FIRST SESSION OF THE ELEVENTH ANNUAL NORTH AND NORTHWEST ALASKA MAYORS' CONFERENCE THIS 12th DAY OF OCTOBER, 1990.



PRESIDENT



SECRETARY

INTRODUCED: Kotzebue

VOTE: YES: X

SECONDED BY: White Mountain

NO: _____

DIRECTED TO: Governor Hickel

Representative Foster

Senator Adams

DOT/PF

THE ALASKA LEGISLATURE



In Memoriam

* ROBERT "BOB" BLODGETT *

The Seventeenth Alaska Legislature honors the memory of Robert "Bob" Blodgett who died on Friday, Jul. 6, 1990 at his home in Teller, Alaska.

Bob Blodgett was born August 2, 1920 in Creston, Iowa. He was a businessman, pilot, state legislator, regional and local elected official. Mr. Blodgett arrived in Alaska in 1946 to attend the University of Alaska-Fairbanks to study mine engineering. In 1947 he went to work for Arctic Contractors building airports at the Defense Early Warning (Dew) line sites throughout Western Alaska. He worked as a heavy duty mechanic, heavy equipment operator and welder.

In 1955, Bob moved to Teller and purchased Teller Commercial Company. In 1957 he started Teller Electric Company and in 1970 established Mukluk Telephone Company. The latter business grew to serve thirteen villages in northwestern Alaska. In 1959, Mr. Blodgett was elected to the First State Legislature, House of Representatives, from Teller. In 1963, he was elected to the State Senate and served until he retired in 1970. Mr. Blodgett served on the Finance Committee and was responsible for bringing many services to rural Alaska. He was elected to the second board of the Bering Strait School District and the Bering Strait Coastal Resource Service Area Board. Last year he won a seat to the Teller City Council as a write-in candidate.

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The Seventeenth Legislature sends its condolences to the family for the loss of a man who served as a strong advocate for rural Alaska and contributed his many talents to his community, region and the State of Alaska as a whole.



Ben Henderson SPEAKER OF THE HOUSE
Richard Nelson PRESIDENT OF THE SENATE

Filed January 24, 1991

Res. passed by Senators Adams, Zharoff, Sturgulewski, Rodey, Menard, Fahrenkamp, Pearce, Halford, Cotten, Kerttula, Jones, Eliason, Uehling and Representatives Foster, MacLean, Brown, C. Davis, Gruenberg, Leman, Navarre, G. Phillips, R. Phillips, Tolson, Ulmer and Zawacki

FISCAL NOTE

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
Requestor: Senator Adams

Component: Highways & Aviation
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

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: ~~1-30~~ 1991

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

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.

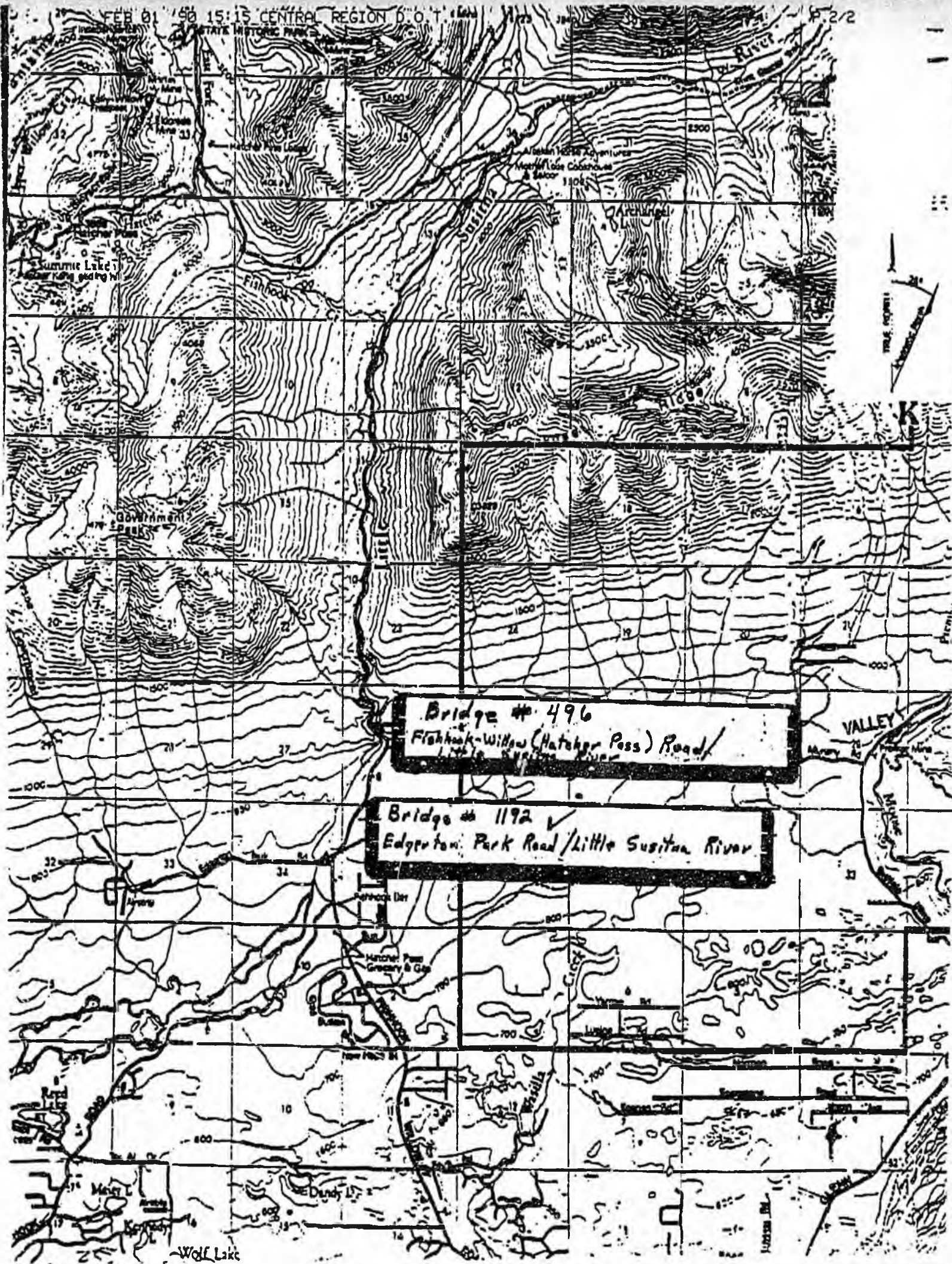
Page 2

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.



Bridge # 496
Fishhawk-Wilow (Hatcher Pass) Road /
Little Susitna River

Bridge # 1192 ✓
Edgerton Park Road / Little Susitna River

Wolf Lake

ALVIN JOHNSTON
P.O. BOX 6
PALMER, AK. 99645
(907) 745-3531

September 29, 1989

Rep. Curt Menard
351 W. Swanson Ave., Ste. 1
Wasilla, Ak. 99687

RE: The Naming of a Bridge; i.e., Johnston Bridge

Greetings:

The family and friends of Ina Johnston request a memorial for Ina, who died in March 1939.

We have talked this over and there is a bridge near the Johnston home which has been a very definite part of our lives. The bridge does not as yet have a name. It was started in March 1963 and completed in November 1963. The materials were funded by the state, however the construction was completed by volunteer work from neighbors. The meals during this construction were served by Ina.

We have researched the project and the following is the information we have found:

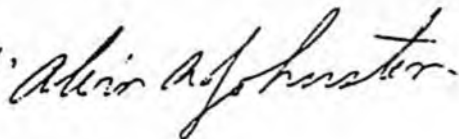
Edgerton - Parks Road
State #57062
Federal #BR-OS-1(44)

Susitna River - Hatcher Pass Road
State #57340
Federal #BR-580(18)

Ina loved this valley and she gave generously of her time with much love as she worked at the Valley Hospital and was always ready to be a friend to her neighbors.

Your considerations and assistance will be greatly appreciated.

Sincerely,



Alvin Johnston,
family and friends

P.S. If we do not hear from you we will write again during the session in Juneau.

ALVIN JOHNSTON
P.O. BOX 6
PALMER, AK. 99645
(907) 745-3531

February 3, 1990

Sen. Jay Kerttula
Sen. Mike Szymanski
Rep. Ronald Larson
Rep. Curt Menard

RE: The Naming of a Bridge i.e., Johnston Bridge

Greetings:

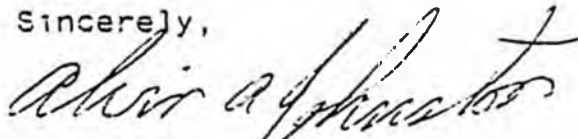
I appreciated your reply in reference to the bridge in our area. For your convenience I'll again give the information previously submitted. This bridge does not have a name. It was started in March 1963 and completed in November 1963.

Edgerton - Parks Road
State #57062
Federal #BR-OS-1(44)

Susitna River - Hatcher Pass Road
State #57340
Federal #BR-580(18)

Again, my thanks for the hopes of naming this bridge as a memorial to Ina Johnston who died March 1989. She devoted much time and love to the bridge project.

Sincerely,



Alvin Johnston
Family & Friends

*Again my thanks Curt
this means a lot to me*

Ria Cottini
H C 01 Box 6755

Palmer - Ak. 99645

Feb. 5-1990

Rep. Curt Menard
Juneau Ak.

Re: Johnston Bridge

Dear Mr. Menard

I wish to advise that
I knew Ina Johnston when
she first came to Alaska as a
neighbor and a friend she
was always near when anyone
needed her

I sincerely appreciate the
consideration of this memorial
of naming the bridge

Sincerely,

Ria Cottini

Rep. Curt Menard

Feb 5-1990

Box 1
Juneau, Alaska

Re: Inmate request for
memorial bridge

Dear Curt -

Per your office request, I am happy
to advise that I've known the family
for many years and they enjoy a very
fine reputation.

As for Ina's activities - she
was very well acknowledged as
a special person. At her funeral,
there was standing-room only.

I believe that stays a great deal
for a person in our busy world.

Whatever support you can
give to this cause will be
appreciated by her husband,
family and friends -



My personal regards to you
and your family -

Sincerely,
Barbara Loxton
Box 847,
Palmer, AK
99645



Alaska State Legislature

N
Senator Curt Menard



While in
Session:
P.O. Box V
Juneau, Alaska
99811
(907)465-2679

Interim:
165 E. Parks
Highway
Wasilla, Alaska
99687
(907)373-2878

Senate
District
E

DATE: February 23, 1991
FROM: Senator Curt Menard
RE: CS for SB9 -- "An Act naming the Bob Blodgett Nome-Teller Highway, the Ina Johnston Bridge, and Mt. McGhan"

I ask for your support for the naming the highway, bridge, and mountain referenced in this bill. It is an appropriate way to honor the contributions these Alaskans made to the state they loved.

In 1963 the state purchased the materials to build bridge #1192 and Ina Johnson, her husband and neighbors provided the labor. That bridge is still standing and is still without a name. Ina died in 1989 and it seems only fitting that this bridge be named for her.

Bruce McGhan, a third generation Alaskan, was killed in a construction accident in 1986. Since that time his wife, family and friends have worked to have one of the nine unnamed mountains near Crescent Lake named in his memory.

Bruce worked throughout Alaska on many construction projects. He built village schools, houses, and state campground facilities. The work Bruce did over the years stretches from Fairbanks to Valdez, Kenai to Palmer, Illiamna to Girdwood and all around southcentral Alaska. Bruce took pride in his home state and in every job and landmark he left behind.

Strong public support for the naming of Mt. McGhan has been demonstrated in the form of resolutions from local government bodies, individual letters of support, and a petition bearing more than 1,200 signatures.

I ask you to join me in supporting CS-SB 9. It does much more than honor the contribution of three individuals, it also honors the spirit that built Alaska.

WE SUPPORT





Debra McGhan

He wasn't a politician

State rejects widow's plea to name mountain

By **SUSAN MORGAN HOWK**

Frontiersman staff

Mount McGhan.

Wasilla resident Debra McGhan had hoped by now that a mountain near Cooper Landing would bear that name in honor of her late husband. This month, however, she says she was told that Bruce McGhan just wasn't important enough to the state of Alaska to warrant naming a mountain after him.

Soon after Bruce, a life-long Alaskan, was killed in a construction accident Nov. 26, 1986, Debra realized she wanted a permanent reminder of her husband of 13 years.

Someone suggested naming a star for him, but she decided on one of the unnamed mountains on the Kenai Peninsula instead. "A star just seemed too far away," she says. "I wanted something more tangible."

Debra began plowing through all the required paperwork and regulations the state told her she needed.

She collected signatures on peti-

tions, talked about her dream with politicians in the Kenai Peninsula Borough and traveled with her two young children to meetings in the area. She never doubted that her husband was worthy of a mountain.

"Bruce lived and breathed Alaska. This was home," she says. "I just always saw him go out of his way to help the state as a private citizen."

Bruce and Debra married shortly after both graduated from Diamond High School in 1972. Bruce owned his own construction business in Wasilla. He was killed when the walls of a sewer ditch collapsed on him.

Debra says her husband was an adventurer and recalls the time they spent camping and hiking on "their mountain" fondly. "Just to be in the heart of that beautiful country was great," she says. "It was our favorite place."

After collecting 1,200 signatures of support, Debra's application to name Mount McGhan was finally approved by the Kenai

Borough last June.

She then packaged up all the information and supporting data and mailed it to the Commissioner of Regional Affairs in Juneau for final approval. A phone call from someone in the office in August told her the application looked "really good" and said approval would probably be just a formality.

On Feb. 9, however, she was told the state had refused her request.

"They said they didn't feel that Bruce had given the state of Alaska a substantial enough contribution," Debra says. "I said, 'What exactly are you looking for' and she said, 'Well, like somebody who held a political office or something.'"

Debra said Bruce made more than his share of contributions to Alaska. He designed a bear-proof trashcan still in use in state parks and took pride in installing sewer systems that wouldn't pollute the environment.

"His whole thing was, 'I'm going to be here forever and my

children are going to be here forever,' so he wanted to take care of the state," she says. "But they didn't think that was enough."

She admits to feeling bitter. "Do they think that somebody who puts on a white shirt and jogs in Juneau makes more of a contribution than Bruce did?" she asks. "This is what Alaska is all about, we're the people who live here and work here."

Now, Debra says, she's beginning the appeal process. Juneau will need more supportive information and reasons to consider naming Mount McGhan.

Meanwhile, a bronze plaque, installed by Debra, marks the 4,730-foot-high mountain that her husband loved. After his death, Debra scattered his ashes over the peak and says she and the children can feel his presence when they visit.

"It's like when you get there, he's really there," Debra says. "It's so quiet, it's like being in the middle of a picture. It's like heaven and it feels like he's really happy there."

BRUCE ALLEN MCGHAN

By: Debra McGhan

On November 26, 1986 Bruce McGhan was killed in an industrial accident while upgrading a septic system in the Wasilla area. Bruce is gone, but his memory will live on in the hearts of those who knew and loved him; and in the many landmarks of work he left behind to the state of Alaska, his home.

The family and friends of Bruce now call on Alaska to help leave a landmark for him; a memorial for Bruce. Born and raised in Alaska, Bruce explored much of the state. In his travels he discovered Crescent Lake on the Kenai Peninsula. When Bruce and his wife Debra needed a change from the fast pace of city life, they hiked to Crescent Lake. Here, in this special place, they spent many hours sharing their love and enjoying the beauty of Alaska's backcountry.

Located approximately three miles north of Kenai Lake in the Kenai Peninsula Borough, Crescent Lake is bordered by several mountains. One mountain, which lies on the north shore of Kenai Lake and the south shore of Crescent Lake, is currently unnamed. We would like to have this mountain named Mt. McGhan in memory of Bruce Allen McGhan and his love for the state of Alaska.

Bruce was born on August 14, 1953 in Anchorage Alaska. He was the oldest of four children born to Terry Smith and Marilyn Cox McGhan.

His father, Terry McGhan, owned an Anchorage based construction company which specialized in water and sewer excavation. His company installed the first public water and sewer systems used in Spenard. He was a bush pilot and son of pioneer Alaska parents who operated one of the early airlines between Alaska and Seattle. Terry's father, Clifford D. "MAC" McGhan drove one of the first cars over the Alcan Highway after it opened in the 1940's.

In 1961 Bruce's parents divorced and Bruce, along with his sister and brothers: Mike, Colleen, and Pat, remained in Anchorage living with their mother. Terry continued to work in Alaska in the construction field for many years. He owned and operated Mentasta Lodge on the Tok Cutoff from 1966 to 1969. In 1973 he left the state and currently owns a construction company in Warrenton, Oregon.

Marilyn, Bruce's mother, began working for Business Service Bureau in 1961 as a receptionist and executive secretary. In 1967 she was offered an executive position with a newly formed company, Labor Trust Services, as administrator for many large health, welfare, and pension trust funds. She is now a corporate owner of Labor Trust Services in Anchorage.

As the oldest child many responsibilities fell to Bruce and he took this position seriously. He realized at an early age that the only way to get ahead was hard work; and Bruce was determined to thrive. He kept his brother's, who were both rapidly growing taller than himself, in line with brute strength. There was a constant challenge among the brothers but they each respected one another recognizing the individual talents that

emerged as they grew.

At eight years old Bruce became the youngest paper boy hired by the Anchorage Daily News. Conscientious and hard working, he succeeded in establishing one of the largest paper routes in the Spenard area, winning dozens of awards for his efforts. He kept up with the deliveries for many years, getting up at 4:00 a.m. seven days a week.

When Bruce was 12 his father bought Mentasta Lodge on the Tok Cutoff. For three summers the kids worked in the lodge making beds, cutting wood, stocking shelves, and even building an aircraft runway. Bruce learned to run his first piece of heavy equipment on that runway. It took all summer because when the dozer broke down he had to repair it; this was quite a task for a 13 year old who didn't know much about fixing dozer's. But with a book, some tools, and a sense of challenge, Bruce fixed the dozer and finished the runway a week before summer ended.

The McGhan family faced many hard years as Marilyn struggled to raise four children alone in Anchorage. It was a challenge keeping food on the table, and extra money was unheard of. In spite of the odds Bruce saved enough money to buy a brand new Datsun pickup by his seventeenth birthday.

Once Bruce had wheels and could drive he began to thirst for more; he wanted to fly. Along with his school work he took on two jobs (appliance repair and gas station attendant) to earn the money needed for flying lessons. He soloed after just eight hours of formal instruction. At 18 he earned his private pilot license and began saving for an airplane.

In 1971, during his senior year of high school, Bruce landed a job with A.A.A. Rental company as a yard hand. Within a week, Bob Holt the owner, discovered Bruce had a knack for mechanic work and running equipment. He was promoted, given a raise, and put to delivering loaders, backhoes, and dozers around Anchorage, Girdwood, and the Mat-Su Valley. He became known as "the kid who could get anything unstuck." Occasionally arriving to pick up a piece of equipment buried in the mud, he would jump down from his truck, a huge grin lighting his boyish face, and proceed to do what seemed impossible; get a multi ton piece of equipment out of the mud and onto dry ground. But somehow he always succeeded.

Bruce continued his education with engineering and math courses at Mount Hood Community College in Portland, Oregon. But he missed Alaska, and after a short time, returned home.

In November 1973 Bruce married a former classmate, Debra McDaniel, the daughter of Alaskan artist Scott McDaniel, and settled down to raise a family.

Taking his new wife, Bruce moved to Seward and worked in the lumber mill for several months. In the spring of 1974 he was accepted into the operating engineers union so the couple returned to Anchorage. 1975 brought more changes with the start of McGhan Construction company, owned by Bruce's uncle, Tim McGhan. Bruce went to work for Tim's company as the foreman and operator. And for the next five years he worked with Tim, helping to build a strong, successful business.

In 1976, shortly before the birth of their first child, Bruce made the decision to move his family to the Mat-Su valley.

He spent the winter designing house plans, then began construction of his first home in Wasilla during the summer of 1977. He continued to work for Tim, commuting into Anchorage daily, and working on the house at night, and days off. He finished the construction in June 1978.

By 1980 the drive to Anchorage became too hard, and after buying his first airplane, Bruce went to work for a remote bush company; Jansen Construction. He flew to Illiamna and worked on the construction of several village schools around the lake.

When the schools were finished Bruce went to work for the State of Alaska, Department of Parks under the supervision of Jim Hoag. Headquartered in Willow, he worked as part of a 4 member maintenance and building crew in the state campgrounds throughout the Mat-Su Valley. Accompanied by his family, he spent the summer of 1982 traveling around south central Alaska making repairs, and building new, better devices to be used in the campgrounds. (He aided in the design and building of the currently used bear proof garbage cans.)

In the fall of 1982 Bruce bought his first backhoe and started his own construction company, B.A.M. Construction. For the next five years Bruce worked hard to build up his business. He earned the reputation of being hard working, honest, and dependable. He built seven homes in the Wasilla and Big Lake area, each one with pride and quality construction. He installed hundred's of water and sewer systems, did landscaping, home improvements, and additions; all of which were done with the same high standards Bruce lived by.

The work Bruce did around the state over the years stretches from Fairbanks to Valdez, Kenai to Palmer, Illiamna to Girdwood, and all around South Central Alaska. Bruce took great pride in his home state and that pride went into every job, and every landmark he left behind.

Now, as the one year anniversary of Bruce's death approaches, his family and friends have joined together to make a request to the state of Alaska; that the mountain near Crescent Lake be officially named Mt. McGhan as a memorial for this most deserving man.

Bruce was cremated and his remains have been spread on the slopes of this mountain in the place he loved so much. What better monument could be dedicated to this true Alaskan?

Alaska State Legislature



Sen. Curt Menard, *Chair*
Sen. Lloyd Jones, *Vice Chair*
Sen. Bettye Fahrenkamp, *Member*
Sen. Druc 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 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.

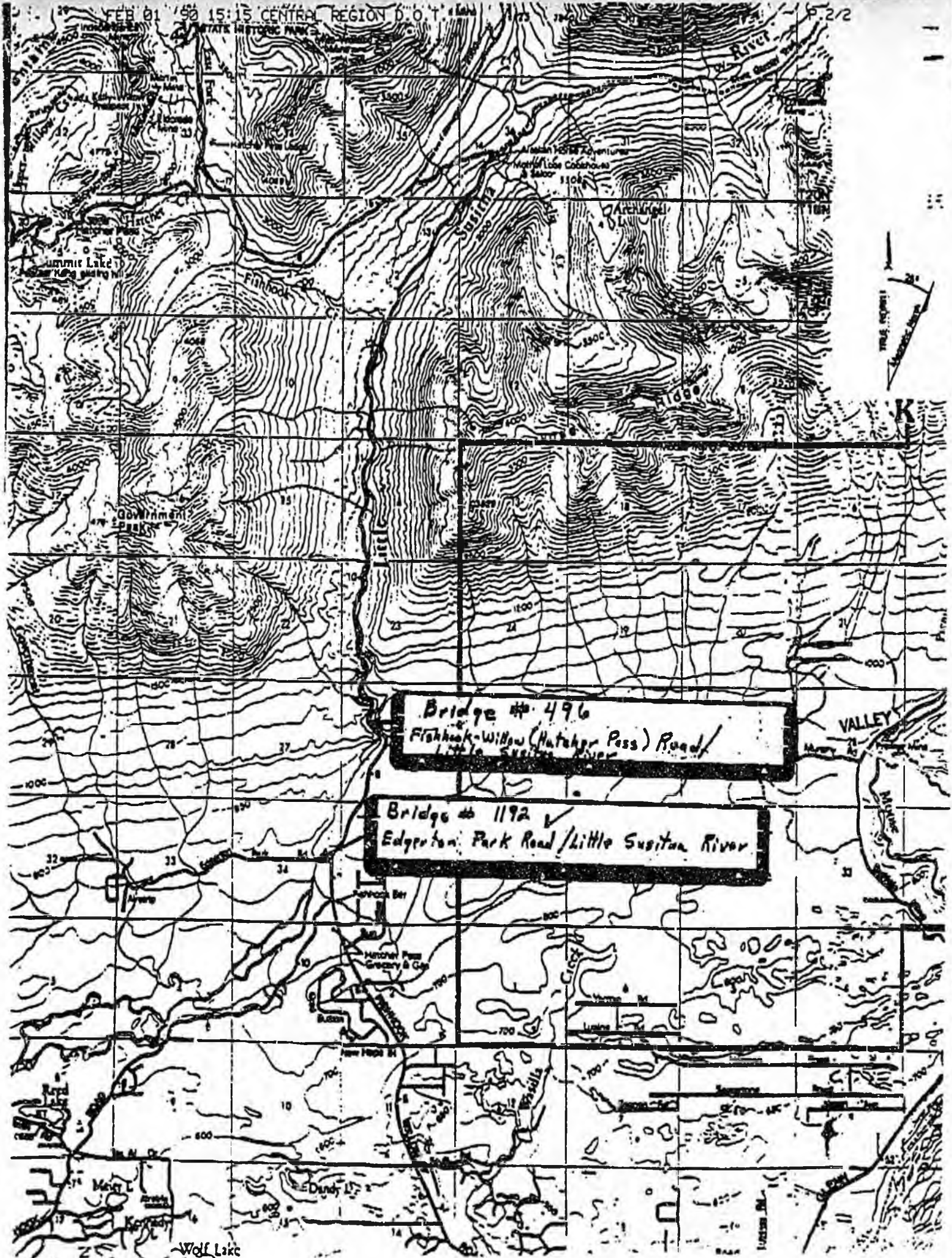
Page 2

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.



Bridge # 496
Fishhook-Willow (Hatcher Pass) Road/
Little Susitna River

Bridge # 1192 ✓
Edgerton Park Road / Little Susitna River

VALLEY

Wolf Lake

ALVIN JOHNSTON
P.O. BOX 6
PALMER, AK. 99645
(907) 745-3531

September 29, 1989

Rep. Curt Menard
351 W. Swanson Ave., Ste. 1
Wasilla, Ak. 99687

RE: The Naming of a Bridge; i.e., Johnston Bridge

Greetings:

The family and friends of Ina Johnston request a memorial for Ina, who died in March 1939.

We have talked this over and there is a bridge near the Johnston home which has been a very definite part of our lives. The bridge does not as yet have a name. It was started in March 1963 and completed in November 1963. The materials were funded by the state, however the construction was completed by volunteer work from neighbors. The meals during this construction were served by Ina.

We have researched the project and the following is the information we have found:

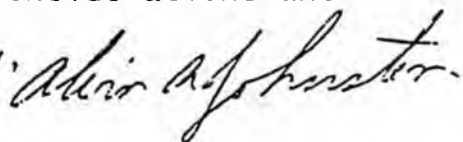
Edgerton - Parks Road
State #57062
Federal #BR-OS-1(44)

Susitna River - Hatcher Pass Road
State #57340
Federal #BR-580(18)

Ina loved this valley and she gave generously of her time with much love as she worked at the Valley Hospital and was always ready to be a friend to her neighbors.

Your considerations and assistance will be greatly appreciated.

Sincerely,



Alvin Johnston,
family and friends

P.S. If we do not hear from you we will write again during the session in Juneau.

ALVIN JOHNSTON
P.O. BOX 6
PALMER, AK. 99645
(907) 745-3531

February 3, 1990

Sen. Jay Kerttula
Sen. Mike Szymanski
Rep. Ronald Larson
Rep. Curt Menard

RE: The Naming of a Bridge i.e.. Johnston Bridge

Greetings:

I appreciated your reply in reference to the bridge in our area. For your convenience I'll again give the information previously submitted. This bridge does not have a name. It was started in March 1963 and completed in November 1963.

Edgerton - Parks Road
State #57062
Federal #BR-OS-1(44)

Susitna River - Hatcher Pass Road
State #57340
Federal #BR-580(13)

Again, my thanks for the hopes of naming this bridge as a memorial to Ina Johnston who died March 1989. She devoted much time and love to the bridge project.

Sincerely,



Alvin Johnston
Family & Friends

*Again my thanks Curt
this means a lot to me*

Ria Cottini
H C 01 Box 6755
Palmer - Ak. 99645

Feb. 5 - 1990

Rep. Curt Menard
Juneau Ak.

Re: Johnston Bridge

Dear Mr. Menard

I wish to advise that
I knew Ina Johnston when
she first came to Alaska as a
neighbor and a friend. She
was always near when anyone
needed her.

I sincerely appreciate the
consideration of this memorial
of naming the bridge.

Sincerely,

Ria Cottini

Rep. Curt Menard
Box 1
Juneau, Alaska

Feb 5-1990

Re: John's request for
memorial bridge

Dear Curt -

Per your office request, I am happy
to advise that I've known the family
for many years and they enjoy a very
fine reputation.

As for John's activities - she
was very well acknowledged as
a special person. At her funeral,
there was standing-room only.

I believe that says a great deal
for a person in our busy world.

Whatever support you can
give to this cause will be
appreciated by her husband,
family and friends.

My personal regards to you
and your family -

Sincerely,
Barbara Loxton
Box 847,
Palmer, AK
99645



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

(SEWARD C-8)

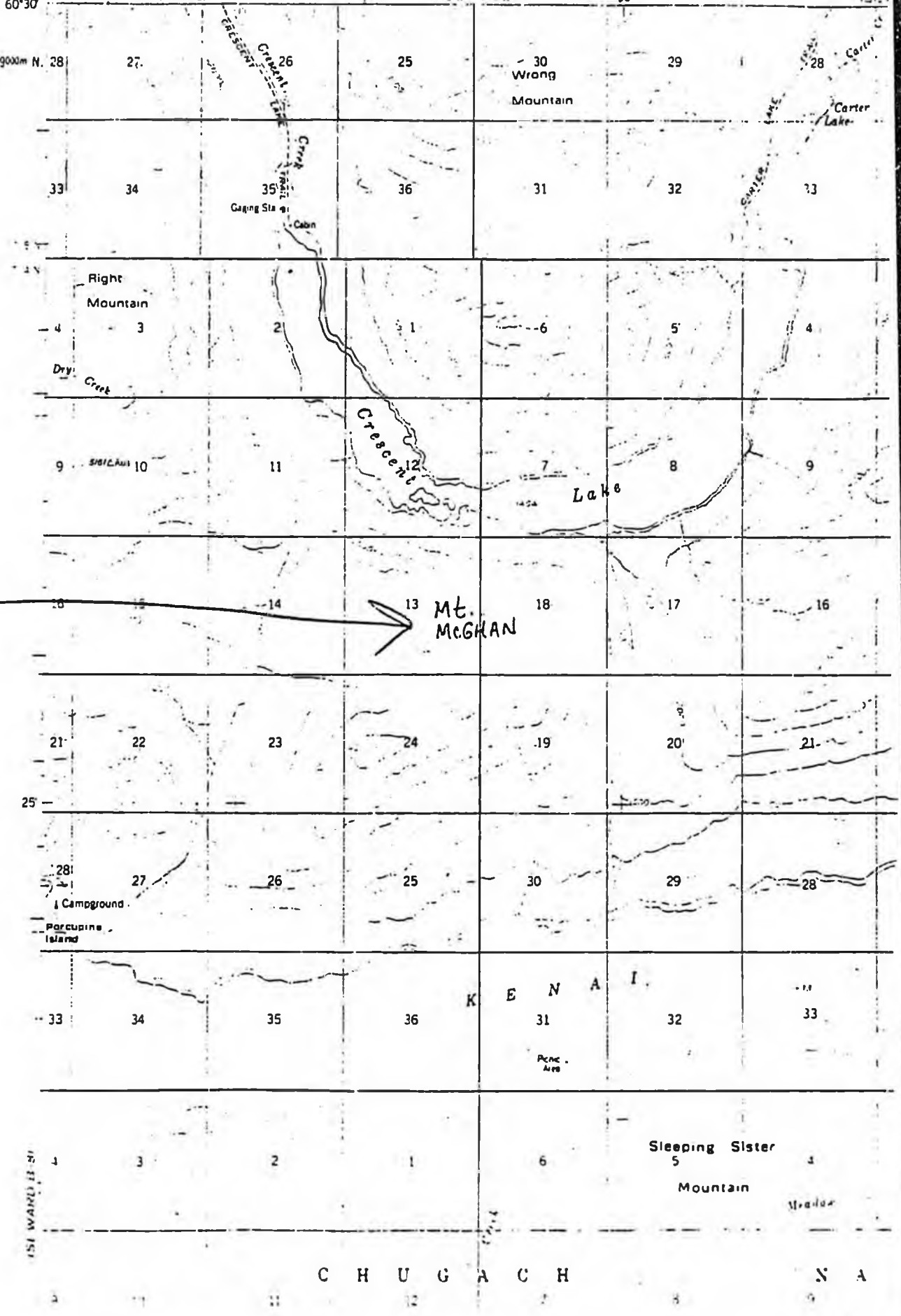
149°37'30"
60°30'

157000m E. 35'

30'

155'

6709000m N. 28'



POSED
FEATURE



13 Mt. MCGHAN



KENAI PENINSULA BOROUGH

144 N. BINKLEY • SOLDOTNA, ALASKA 99669
PHONE (907) 262-4441

DON GILMAN
MAYOR

RECEIVED
JUN 13 1988

June 8, 1988

COMMISSIONER'S OFFICE
COMMUNITY & REGIONAL AFFAIRS

Alaska State Geographic
Names Board
P.O. Box B
Juneau, AK 99811

Dear Sirs:

On June 7, 1988, the Kenai Peninsula Borough approved a motion to forward a letter of non-objection to the naming of a mountain at Latitude 60°26'0" North; Longitude 149°33'30" East, Section 13, Township 4N, Range 2W, Seward Meridian located on the north shore of Kenai Lake and the south shore of Crescent Lake. The mountain is currently unnamed based on the section map - Seward B-7 quadrangle.

Debra A. McGhan has requested the mountain be named in memory of her deceased husband - Mt. McGhan.

If we may be of further assistance, please contact the Borough Clerk's Office, 262-4441 ext. 220/221.

Very truly yours,

Joanne Brindley, CMC
Kenai Peninsula Borough Clerk

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

TO: Senator Curt Menard, Chair
Senate Transportation Committee

FROM: Senator Al Adams *AAA*

RE: Senate Bill 9, "An Act naming the Bob Blodgett Nome-Teller Highway."

DATE: January 24, 1991

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

Attached to this letter are:

- ° copy of the bill
- ° map of the road area
- ° letter of support from the Department of Transportation Western District manager
- ° copies of past newspaper articles showing Senator Blodgett's interest in creation of the road
- ° letter of support from the City of Nome
- ° resolution by the Nome City Council in support of this legislation
- ° statutory citation of need for legal action in road naming
- ° content of legislative citation that is presently in the legislature recognizing the contributions of Senator Blodgett

I have requested a fiscal note from the Department of Transportation and that is pending.

If you need further information please contact my office.

Thank you for your consideration of this.

SENATE BILL NO. 9
IN THE LEGISLATURE OF THE STATE OF ALASKA
SEVENTEENTH LEGISLATURE - FIRST SESSION

BY SENATORS ADAMS, Rodey, Sturgulewski

Introduced: 1/21/91

Referred: Transportation and Finance

A BILL

FOR AN ACT ENTITLED

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

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

3 *** Section 1. AS 35.40 is amended by adding a new section to read:**

4 **Sec. 35.40.070. BOB BLODGETT NOME-TELLER HIGHWAY. The road connecting**
5 **Nome and Teller is named the Bob Blodgett Nome-Teller Highway.**

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, WESTERN DISTRICT

STEVE COWPER, GOVERNOR

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



Basic System Of Throughways In Alaska Illustrated 'Before And After' By Sen. Gruening

Proposals of Senator Ernest Gruening (D-Alaska) for construction of a basic system of throughways in Alaska is seen in the accompanying photographs.

The first shows the existing road system in Alaska. In the second, the senator points out how the system would be expanded under his program.

Senator Gruening has proposed that the Public Works Committee of the Senate visit Alaska after adjournment this year to study Alaska's highway needs. He has received encouraging support from Majority Leader Lyndon Johnson (D-Tex.), Senator Dennis Chavez (D-N.M.), chairman of the Public Works Committee, and Senator Pat McNamara (D-Mich.), chairman of the Public Roads Subcommittee.

The main elements of the Gruening highway plan are as follows:

(1) Completion of the Copper River Highway from Cordova via Chitina to McCarthy and its extension to a junction with the Alaska Highway;

(2) Construction of a road paralleling the Alaska Railroad from Nenana via McKinley Park to Talkeetna and Willow, so as to provide

AFTER

a junction with Highway Yukuk;

(8) Closing of the Eag link;

(9) Extension of the road Nabesna to a junction with the Alaska Highway;

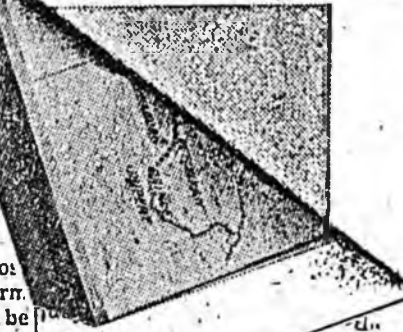
(10) Completion of a cutoff of the Glenn Highway to the De Highway via Lake Louise;

(11) Building of a highway across Baranof Island from Sitka to Warm Springs Bay so that Sitka may be tied into the ferry system;

(12) Completion of the Hydaburg-Craig-Hollis road so that the west coast of Prince of Wales Island may be linked with the ferry;

(13) Building of roads from southeastern Alaska cities (all depending upon Canadian cooperation in construction on their side of the border), so as to connect Skagway with Carcross, Juneau with Atlin, Petersburg and Wrangell with Telegraph Creek and Ketchikan with an extension of the "A" Route northward from Hazelton, B.C.

Senator Gruening advocates this construction over the next 10 years to correct a situation which leaves Alaska unique among the states in that few of its cities are connected with others by road.



the proven immunity of Salk vaccine," Couch declared. The Northern Alaska chapter cooperating with the State and banks Medical Association in urging every person to obtain the Salk vaccine shots at their earliest possible convenience. There are general ways in which the immunity of Salk vaccine may be obtained. "You may obtain the vaccine shot from your family physician in his office, at your convenience. All children through age 15 and expectant mothers may obtain the Salk vaccine at the Fairbanks Health Center, during the weekly shot clinic each Friday."

RE. CHANGE IN PRESENT METHOD OF ALLOCATING GASOLINE TAX FUNDS

Fairbanks Daily News-Miner - March 21, 1959
Anchorage Times March 21, 1959
Nome Nugget March 23, 1959

Anchorage Times
Mar 21 '59

Mon Mar 23
Nome Nugget

Fairbanks Daily News-Miner, Saturday, March

or Highw Government Would OK Planned Split, He

JUNEAU, March 21, (AP) — A Federal Bureau of Public Roads official yesterday voiced strong opposition to a bill to change Alaska's present method of allocating gasoline tax funds and require equal distribution among the state's four major districts.

After the hearing before the Senate, in session as a committee of the whole, the bill was retained on the calendar but appeared in line for amendment before final action.

Strongest support for the measure has come from northwestern Alaska senators who seek a road connecting Nome with other parts of the state. The measure, which had been saved from defeat several times, appeared headed for passage before yesterday's hearing.

E. H. Swick of Juneau, regional engineer for the BPR, told senators he felt it would be impractical to split off available highway funds in the method proposed under the bill. And he added the federal agency would not be agreeable to administering federal matching funds on such a basis.

"It's my personal opinion that the Legislature would not be wise to program a highway fund. For the first few years

Opposition To Gas Tax Measure From Fed. Roads Bureau

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"It's my personal opinion that the Legislature would not be wise to program a highway fund. For the next few years at least, you should permit the state Highway Department to come up with a program and then you can see how it is doing," he said.

"I can't see how you can decide that any one area is going to have so much money and still come up with anything that makes sense."

Alaska now receives about 13 1/2 million dollars a year in federal highway aid, he said. Along with state matching funds, the total amount available to Alaska for road programs amounts to about 15 million dollars a year.

I Oppo

Proposal Impractical, Swick States

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"I can't see how you can decide that any one area is going to have so much money and still come up with anything that makes sense."

Alaska now receives about 13 1/2 million dollars a year in



CITY OF NOME

*Send to
June*

P.O. BOX 281 - NOME, ALASKA 99762
TELEPHONE (907) 443-5242

October 5, 1990

Senator Al Adams
Box 333
Kotzebue, Alaska 99752

Dear Al,

Enclosed please find City of Nome Resolution No. R-91-9-7, " A Resolution Endorsing the Renaming of the Nome-Teller Highway to the BOB BLODGETT NOME-TELLER HIGHWAY". This resolution was adopted unanimously by the Nome Common Council at their September 24, 1990 regular meeting.

Thank you for your plan to introduce legislation naming the road in memory of Bob. It is a fitting memorial to a man who served the Seward Peninsula for many years.

Sincerely yours,

Linda

Linda E. Conley
City Clerk

cc: Representative Richard Foster
Mrs. Robert Blodgett

Presented By:
Councilman Adams
Action Taken:
Yes 6 No 0

CITY OF NOME, ALASKA

RESOLUTION NO. R-91-9-7

A RESOLUTION ENDORSING THE RENAMING OF THE
NOME-TELLER HIGHWAY TO THE BOB BLODGETT NOME-TELLER HIGHWAY

WHEREAS, the expansion of road systems on the Seward Peninsula has always been instrumental in encouraging economic development; and,

WHEREAS, the Nome-Teller Highway is a valuable transportation route for the cities of Nome and Teller which allows ease of trade and better access to medical facilities; and,

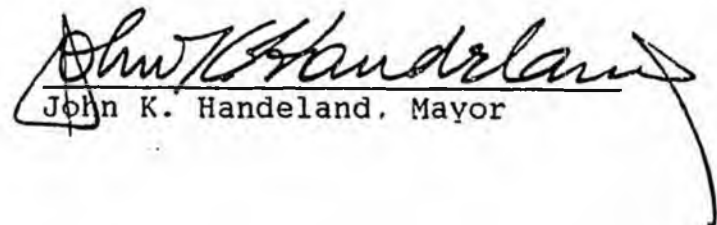
WHEREAS, R.R. "Bob" Blodgett was elected as a State Representative from the local area during the First Session of the First State Legislature in 1958 and he continued to serve in that capacity through the Third State Legislature in 1964, at which time he was elected to the State Senate and served through the Sixth State Legislature ending in 1970; and,

WHEREAS, the contributions of Senator Bob Blodgett to the local area and the state as a whole should fittingly be remembered by a dedication to his name; and,

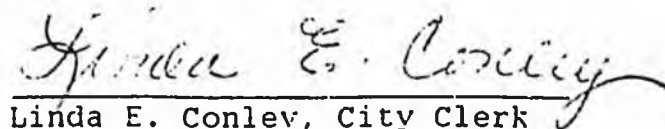
WHEREAS, Senator Blodgett was instrumental in developing and securing funding for the construction of the Nome-Teller Highway,

NOW, THEREFORE, BE IT RESOLVED by the Nome Common Council that in recognition of his commitment and dedication to the residents of Nome and Teller, the City of Nome endorses efforts to rename the Nome-Teller Highway to the BOB BLODGETT NOME-TELLER HIGHWAY.

APPROVED and SIGNED this 24 day of September, 1990.


John K. Handeland, Mayor

ATTEST:


Linda E. Conley, City Clerk

(4) that speed at which safe and prudent drivers could pass through the speed zone; and

(5) the effectiveness of local enforcement of the speed zone.

(b) In determining safe speed limits and safe speed zones within a municipality, the department shall consult with that municipality. In determining safe speed limits and safe speed zones on highways and other roadways under its jurisdiction, the department shall also consult with community councils or other community organizations in the affected area if the community councils or other community organizations request in writing to participate in the determination. The department shall provide notice and opportunity for a hearing before establishing a speed limit or speed zone other than as recommended by a municipality, community council or other community organization. (§ 2 ch 23 SLA 1986)

Sec. 19.10.080. Designation of through highways. The department may designate through highways by erecting stop signs at the entrances to them. (§ 7 art III title II ch 152 SLA 1957)

Sec. 19.10.085. Naming of a highway. (a) A highway constructed by the department under AS 19.05 — AS 19.40 may be given a name only by law.

(b) This section does not apply to

(1) a road constructed by a municipality under a grant authorized by AS 19.05 — AS 19.40;

(2) local service roads and trails. (§ 1 ch 4 SLA 1981)

Revisor's notes. — Enacted as AS 19.05.150. Renumbered in 1981.

Sec. 19.10.090. Erection and maintenance of guard rails. The department may erect and maintain guard rails, stretch wires and other devices, on highways. (§ 8 art III title II ch 152 SLA 1957)

Sec. 19.10.100. Closing highways. When it is necessary to exclude traffic from any portion of a highway, the department may close that portion of the highway by posting in a conspicuous manner, at each end of the portion closed, suitable signs warning the public that the road is closed under authority of law, and by erecting suitable obstructions. (§ 8 art IV title II ch 152 SLA 1957)

Citation for Robert "Bob" Blodgett

by Senator Al Adams and
Representative Richard Foster

The Seventeenth Alaska Legislature honors the memory of Robert "Bob" Blodgett who died on Friday, July 6, 1990 at his home in Teller, Alaska.

Bob Blodgett was born August 2, 1920 in Creston, Iowa. He was a businessman, pilot, state legislator, regional and local elected official. Mr. Blodgett arrived in Alaska in 1943 to attend the University of Alaska-Fairbanks to study mine engineering. In 1947 he went to work for Arctic Contractors building airports at the Defense Early Warning (Dew) line sites throughout Western Alaska. He worked as a heavy duty mechanic, heavy equipment operator and welder.

In 1953, Bob moved to Teller and purchased Teller Commercial Co. In 1957 he started Teller Electric Co. and in 1970 established Mukluk Telephone Co. The latter business grew to serve 13 villages in northwestern Alaska.

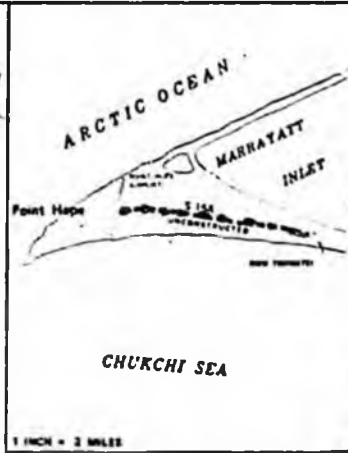
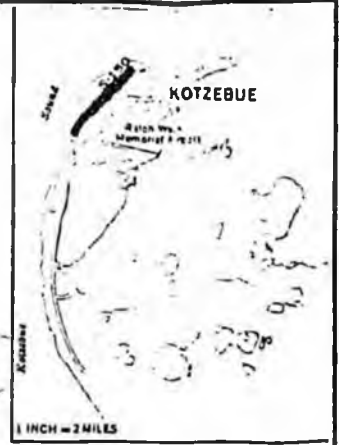
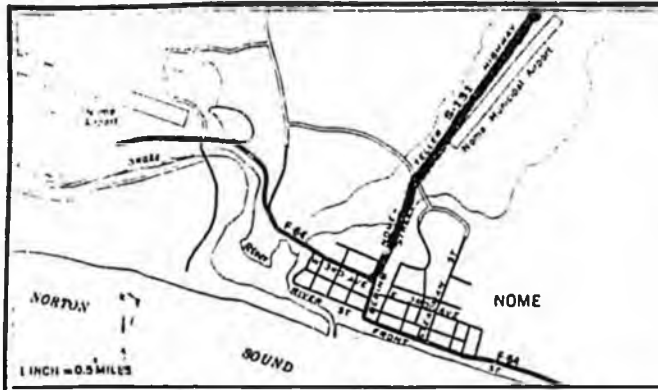
In 1959 Mr. Blodgett was elected to the 1st State Legislature House of Representatives from Teller. In 1963 he was elected to the State Senate and served until he retired in 1970. Mr. Blodgett served on the Finance Committee and was responsible for bringing many services to rural Alaska. He was elected to the second board of the Bering Strait School District and the Bering Strait Coastal Resource Service Area Board. Last year he won a seat to the Teller City Council as a write in candidate.

Bob Blodgett served in the Army Air Corp as a pilot in World War II receiving all decorated medals except the Medal of Honor. He was the second highest decorated Alaskan World War II veteran. Bob was the first commanding officer of guard units in Barrow and Fairbanks and was instrumental in their creation. He continued his military career in the Alaska National Guard retiring with the rank of Captain.

Mr. Blodgett retired as a member of Operating Engineers Local 302. He was a lifelong member of the Arctic Native Brotherhood in Juneau, founder of the Rural Alaska Power Association and member of the Alaska Telephone Association. Bob remained manager of his family owned businesses until the time of his death.

Bob Blodgett is survived by his wife Helen, son Richard, daughter-in-law Karen, and grandchildren Robert David, Luanne and Kalena, all of Teller, Alaska. He is also survived by an identical twin brother Donald of Illinois.

The Seventeenth Legislature sends its condolences to the family for the loss of a man who served as a strong advocate for rural Alaska contributed his many talents to his community, region and the State of Alaska as a whole.



LEGEND

- 1-4 P ROUTE
- 1-4 P FERRY ROUTE
- FAS ROUTE
- FAS FERRY ROUTE
- NON SYSTEM ROUTE
- PAU ROUTE
- CITY STREET

FEDERAL AID HIGHWAY SYSTEMS 1976

PREPARED BY THE
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS
MAPPING SECTION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE ALASKA LEGISLATURE



In Memoriam

* ROBERT "BOB" BLODGETT *

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James W. Dalton
SPEAKER OF THE HOUSE

Richard Blodgett
PRESIDENT OF THE SENATE

1991 January 24, 1991

Presented by: Representatives Menard, Fahrenkamp, Pearce, Halford, Cotten, Kerttula, Jones, Eliason, Uehling and Collins; Senators Adams, Zharoff, Sturgulewski, Rocey, Representatives Foster, MacLean, Brown, C. Davis, Gruenberg, Leman, Navarre, G. Phillips, R. Phillips, Tolson, Uimer and Zawacki

FISCAL NOTE

Revision Date:
Title: An act naming the Bob Blodgett
Nome-Teller Highway.
Sponsor: Adams, Rodey, Sturgulewski
Requestor: Senator Adams

Department Affected: DOT&PF
BRU: Western District M&O
Component: Highways & Aviation
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 Piispänen

Phone: 474-2423

Division: Northern Region Planning

Date: January 29, 1991

Approved by Commissioner: 
Frank G. Turpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: 1-30 1991

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

A M E N D M E N T

OFFERED IN THE SENATE

BY SENATOR MENARD

TO: SB 9

Page 1, line 1, after "Highway":

Insert ", the Ina Johnston Bridge, and Mount McGhan"

Page 1, line 3:

Delete "a new section"

Insert "new sections"

Page 1, following line 5, insert:

"Sec. 35.40.075. INA JOHNSTON BRIDGE. Bridge number 1192 on Edgerton Park Road over the Little Susitna River is named Ina Johnston Bridge.

* Sec. 2. (a) Notwithstanding AS 44.19.054 - 44.19.062, the unnamed mountain located on the north shore of Kenai Lake and south shore of Crescent Lake, at Section 13, Township 4 North, Range 2 West, Seward Meridian, 60 degrees 26'00"N, 149 degrees 33'30"W is named "Mount McGhan."

(b) "Mount McGhan" is the official name of the geographic feature identified in (a) of this section and shall be used on all maps, records, documents, and other publications issued by the state or its departments and political subdivisions."

**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: Harold Heinze Date: Feb. 12, 1991
 Agency: Department of Natural Resources

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

S B

3 7



Alaska State Legislature

Senator Curt Menard



While in
Session:
P.O. Box V
Juneau, Alaska
99811
(907)465-2679

Interim:
165 E. Parks
Highway
Wasilla, Alaska
99687
(907)373-2878

TO: Senator Drue Pearce
Chair - Senate Labor and
Commerce Committee

FROM: Senator Curt Menard

DATE: April 9, 1991

RE: Request for hearing:
SS SB 37

A handwritten signature in cursive, appearing to read "Curt Menard".

Senate
District
E

I am the prime sponsor of SS SB 37 "An Act relating to food and housing for construction workers at remote construction sites on certain state construction projects."

This bill is now in Senate Labor and Commerce and I am writing to request that it be scheduled for hearing at your earliest possible convenience.

If you have any questions, please contact my staff member Iola Young. Thank you for your consideration of my request.



Alaska State Legislature

Senator Curt Menard



While in
Session:
P.O. Box V
Juneau, Alaska
99811
(907)465-2679

Interim:
165 E. Parks
Highway
Wasilla, Alaska
99687
(907)373-2878

Senate
District
E

SPONOR STATEMENT:

(csss)SB 37: "An Act relating to food and housing for construction workers at remote construction sites on certain state construction projects."

The legislation before you seeks to eliminate the deplorable living conditions that workers currently endure on remote state construction projects. The unsanitary living conditions have not only resulted in sickness for workers but environmental damage as well.

The Department of Transportation and Public Facilities, organized labor, and the Associated General Contractors have worked together and the bill version before you represents significant compromises on all sides in an effort to resolve the problem.

The provisions of the bill apply to state construction projects but contains a number of limiting factors:

- . The project must be at least 60 continuous days of active on-site work and require more than 15 contractor employees at peak employment periods.
- . A contractor, as an alternative to food and housing, may provide transportation as specified.
- . "Remote" is defined as more than 50 road miles or inaccessible by two-wheel drive from adequate commercial food and lodging facilities.

An added benefit of this proposed legislation is that it serves to encourage local hire. It is in the state's best interest, as well as the contractor's to hire workers from the area where the project is being built.

It is imperative that this bill be passed this session, our Alaskan workers should not be forced to spend two more construction seasons enduring deplorable living conditions on remote state construction projects. I appreciate your support of this legislation.

WE SUPPORT





APR 23 1991

THE ALLIANCE

4220 'B' Street, Suite 200 / Anchorage, Alaska 99503-5911 / (907) 563-2226 / FAX 561-8870

Randall Kowalko - President

Robert Gardner - Vice President Policy
ENSR Consulting & Engineering

Gordon Stevens - Vice President Events
Fluor Daniel Alaska

James Udellhoven - Vice President Admin.
Udellhoven Oilfield Systems

Lowell Humphrey - Secretary
ComRim Systems

Craig Duncan - Treasurer
Price Waterhouse

Chuck Becker - Director
MIA Consultants

Bill Bennett - Director
Perkins Cole

Milton Byrd - Director
Charter College

Sally Ann Carey - Director
Crowley Maritime Corporation

David Dorsey - Director
Sea-Land Freight Services, Inc.

Jim Drake - Director
Ditch Witch of Alaska, Inc.

David Haugen - Director
Lynden, Inc.

Martin King - Director and
Fairbanks Chapter Chair
Irish Trucking

Raymond Latchem - Director
NORGASCO, Inc.

Joe Mathis - Director
NANA Development Corp.

William McLaughlin - Director
Cold Weather Contractors, Inc.

Val Molyneux - Director
Norcon, Inc.

Wesley Nason - Director
H.C. Price Construction Co.

Mary Shields - Director
Northwest Technical Services

Ross Thompson - Director
Peak Oilfield Services

Bill Frazer - Peninsula Chapter Chair
Walters & Olson, Inc.

William Webb - Staff
General Manager

Jennifer Johnston - Staff
Issue Advocacy Manager - ANWR

Barbara Webb - Staff
Administrative Assistant

Kathryn Huseman - Staff
Office Assistant

April 18, 1991

Honorable Drue Pearce
Alaska State Senate
Post Office Box "V"
Juneau, Alaska 99811

Dear Senator Pearce:

Our Public Policy Committee has reviewed sponsor substitute for Senate Bill 37 and have no objection or suggested changes to this bill in its current form.

Sincerely yours,

William F. Webb
General Manager

cc: Public Policy Committee

Alaska Support Industry Alliance

... for responsible economic development

JAN 30 1991

LABORERS' INTERNATIONAL UNION
of NORTH AMERICA
LOCAL 341

2501 Commercial Drive
Anchorage, Alaska 99501
PHONE (907) 272-4571



MANO FREY
BUSINESS MANAGER
SECRETARY-TREASURER
ANDREW J. PIEKARSKI
PRESIDENT
VICE PRESIDENT
DON WEBER

FIELD REPRESENTATIVES:
ANDREW J. PIEKARSKI
WILLIAM "BILL" MCPHETER
MIKE GALLAGHER
ROBERT J. GLORIOSO

January 25, 1991

The Honorable Drue Pearce
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, Alaska 99811

Dear Senator Pearce: *Drue*

I would like to enlist your help on a humanitarian issue. Currently, there are many people working on our state's road construction jobs who are living in very unhealthy and unsanitary conditions. Sometimes these individuals have the luxury of living in their campers (usually without hookups), but most of them are living in squalor. When I say squalor, I mean visqueen lean-tos, tents, the back seats of cars, the front seats of pickups, and sometimes inside a nice, dry culvert.

The state used to provide for food and housing in the bid specifications. That is not the situation any longer. The outside NON-union contractors found they could underbid conscientious Alaskan contractors by cutting out decent living and working conditions on their bids. Then the Alaskan contractors followed suit to remain competitive. Since then, the DOTPF, at least under the last administration, has taken a negative position because the cost would cut into the actual physical construction dollars.

Dignity in the workplace has taken a setback to well before Alaska's statehood. People are getting sick because they don't have potable water, housing, laundry facilities, showers, or warm food. One laborer told me that he would come home to his visqueen tent after twelve hours on a muddy road job, make a sandwich out of stale bread, and fall asleep in the same clothes we worked in the day before. Then he'd wake up, drink a cup of cold instant coffee, and go to work with another stale sandwich for lunch. He was working a twelve-hour shift seven days a week.

Put yourself into this individual's position and ask yourself, "How long would I last on a job like this?"

I would appreciate it very much if you would add your name as a sponsor to Senate Bill 37 so that we may hopefully rectify this terrible situation.

Sincerely,

Mano Frey
Business Manager/Secretary-Treasurer

MF/dsr



Department of Transportation
and Public Facilities

POSITION PAPER

BILL NO: SSSB 37 APPROVED:

D. Bandy Simon

TITLE: An Act relating to food and housing for construction workers at remote construction sites on certain state construction projects; and providing for an effective date.

DATE: April 16, 1991

This bill represents a compromise between the department and labor unions regarding a statutory provision for camps on remote construction projects. While we are not enthusiastic about this bill, neither do we oppose it. Our position is neutral.

As background, camps were at one time required thru negotiated labor agreements. With the rise of non-union contractors, the cost of camps made union contractors less competitive, and in order to ensure union contractors could secure projects this provision was eliminated by negotiations. At remote projects unsanitary living conditions occurred as employees camped wherever they could find a site, without regard for trash disposal and basic sanitary requirements. In 1990, in response to the problem, the department adopted a contractual requirement for a contractor furnished campground at remote projects. Under this arrangement, the employee must provide the tent or camper and cook his/her own meals; the contractor provides, free of charge, a full-service camp site complete with power, water and a central lavatory, shower and laundry facility.

While we believe that mandatory campgrounds are a cost effective solution, union representatives have continued to stress their preference for contractor furnished housing and meals. Aside from the policy question of whether camps or campgrounds are appropriate, the original version of the bill was unworkable for practical reasons.

The sponsor substitute has effectively addressed the impracticalities. The requirement for camps will not apply to small or short duration projects. There is also a clear point of decision before the project is let, making it clear to all bidders as to what is required contractually. Finally, a contractor may weigh the cost of a camp

For Further Information contact Katy McHugh at 465-3900.

BILL NO: SSSB 37

TITLE: An Act relating to food and housing for construction workers at remote construction sites on certain state construction projects; and providing for an effective date.

DATE: April 16, 1990

against the cost of compensated transportation time in order to make the most economical decision.

While we are neutral toward the bill, we must point out the opportunity costs. Camps will in essence add to a contractor's overhead thus raising the cost of remote projects. As we operate with a fixed amount of federal money for airport and highway improvements, we will lose some purchasing power. On state-funded projects, remote projects will also require an incrementally larger appropriation. Estimates of these costs are found in our Fiscal Note.

Finally, we would like to offer a nominal amendment. The Association of General Contractors has requested that it be made explicit that when a camp is required, the state take steps to provide the site and secure necessary permits. It has always been our intent that we do so, because it removes the possibility of "sweetheart" deals regarding a site and prevents undue delays while the contractor seeks permits; we endorse a statutory requirement. Recommended is the following:

Section 1, paragraph (d) Unless a state construction contract is exempt under (b) or (c) of this section, the specifications for the contract must contain a provision setting out the requirement for providing food and housing at remote construction sites and the optional provisions for transportation services. When this provision is required the contract must include a designated site and relevant permits for the placement of contractor furnished housing.

**STATE OF ALASKA
1991 LEGISLATIVE SESSION**

BILL NUMBER: C555B 37

FISCAL NOTE

Revision Date: April 29, 1991 Department Affected: DOT&PF
 Title: An Act relating to food and housing for construction workers at remote construction sites on certain state construction projects; and providing for an effective date. BRU: Statewide Engineering & Operations Standards
 Sponsor: Menard, Rodey, Collins Component: Eng. & Oper. Standards
 Requestor: Menard Component Serial Number: 547

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY92	FY93	FY94	FY95	FY96	FY97
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	3.0	0	0	0	0	0
CONTRACTUAL	15.0	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:	18.0	0	0	0	0	0

CAPITAL	400.0	400.0	400.0	400.0	400.0	400.0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUNDS	418.0	400.0	400.0	400.0	400.0	400.0
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)

Prepared by: Jeffery C. Ottesen, Director

Phone: 465-2951

Division: Engineering and Operations Standards

Date: April 29, 1991

Approved by Commissioner: 

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: April 29, 1991

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

**STATE OF ALASKA
1991 LEGISLATIVE SESSION**

BILL NUMBER: C555B 37

ANALYSIS (cont. from page 1):**Regulations**

There will be approximately \$18.0 in one-time administrative costs in FY 1992 due to the costs of implement regulations; these funds will be used for legal support, advertising, public hearings and travel to public hearings. Of this amount, \$15.0 is for contractual items (legal costs \$12.0, transcriptions \$2.0, advertising \$1.0) and \$3.0 is for travel and per diem to meetings.

Operating Costs

Administrative costs of establishing new contract specifications and having them reviewed by the Attorney General's office, regional staff and federal agencies will be borne by existing operating budgets.

Opportunity Costs: Federal-Aid Capital Programs

While not a new cost requiring an appropriation the bill has the effect of raising costs on certain federal-aid highway and aviation projects and thereby reducing buying power. This cost is essentially an opportunity cost to the program. It is estimated at \$2.0 to 3.0 million annually and will result in the delay of some projects as the schedule for highway and airport improvements will stretch out accordingly. It does appear as a cost on the fiscal note.

Capital Costs: General Funded Capital Programs

For the GF capital budget, we assumed that, on average, about \$4 million dollars of general funded construction would be defined as "remote" each year, and that the cost of a camp would contribute about 10% additional expense to these projects. This amount would vary with the size of the state's capital budget and the portion of the budget that is allocated to remote projects.

SENATE BILL 37

Testimony by

Don Rouleau, Business Agent

for

Alaska District Council of Laborers

* Camps were always included in the construction of the state's remote construction projects until it was discovered by a few non-union outside contractors that they could underbid Alaskan union contractors on jobs by deleting the costs of providing food and housing for their workers.

* Unfortunately, for construction workers non-union and union alike, the union contractors demanded that the contractual provisions be removed from the construction labor agreements. The unions reluctantly agreed. The contractors were then put on an even footing with the outside non-union contractors.

* The result has been a continual degradation of living conditions where there are no facilities within a reasonable distance to the jobsites. Union and non-union workers alike have been living in tents, visqueene lean-tos, the back seats of cars, and some have even built their own teepees. The lucky individuals who can afford a camper or motorhome have been fortunate enough to live off the ground and are staying dry.

* Unsanitary conditions have been the normal living environment for quite a few. Those who have campers have dug shallow holes and put their sewer hoses into barrels with holes punched into them to leach out both their grey and sewer water. Sometimes they let their sewer drain onto the ground or just drive down the road and put the hose into the ditch to empty it. Those less fortunate individuals who live in their cars and tents have been using any place that's convenient to relieve themselves.

* Imagine yourself working 12 hours a day to come home to a tent that has no facilities nearby. You've been working seven 12's for weeks and you haven't had a shower for almost as many. You then pull out the cookstove and warm up some soup and try to make a sandwich for something to eat before you fall asleep in the same clothes you woke up in that morning. You then wake up early around 4 am to make something for breakfast and something to take to the jobsite for lunch. Now imagine this in the rain, or the snow that sometimes falls in the latter part of the construction season.

* How long would you last under those conditions?

* If you had to work to support your family and you couldn't leave the job for fear of losing your home to the bank because you couldn't make your payments, you would have to stick it out even if it meant getting sick and living in misery.

* One of the big problems we've found is that the average construction worker can't afford to buy a camper to stay dry and warm. That worker finds a big flaw in the system because he can't afford not to work. If he refuses the job that is offered to him that day, he doesn't know if he'll get another that season. The poorer workers are discriminated against because of their financial status.

* Some people have claimed that this bill will work against local hire because it will be easier for outside workers to come up and be fed and housed by the contractor. The exact opposite is true - the more people a contractor hires near the actual jobsite, the less he will have to provide food and housing for.

* Furthermore, contractors who come up from outside and successfully bid on a job tell a lot of their people to get up to Alaska early and they often drive up in their campers ready to go to work. The the leave with out spending much of their money inside Alaska.

* The draft CS you have before you is the result of a few years of negotiations with DOTPF and the AGC. I hope you will find it in your hearts to alleviate the deplorable working conditions remote construction workers have to live with at the job site.

SB

41

MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 90-158AM

A RESOLUTION OF THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH REQUESTING THE STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TO CONTINUE FUNDING AND MAINTENANCE OF STATE CATEGORY III ROADS.

WHEREAS, the State of Alaska Department of Transportation has proposed eliminating the funding for maintenance and capital improvements for Category III state roads; and

WHEREAS, good roads are one of the highest priorities of the Borough; and

WHEREAS, these roads serve all residents of Alaska and the State of Alaska has always maintained and improved these roads; and

WHEREAS, the safety of the driving public will be greatly reduced if the Department of Transportation and Public Facilities eliminates the maintenance and improvements of Category III roads; and

WHEREAS, State revenues are adequate to maintain and improve state roads; and

WHEREAS, the Matanuska-Susitna Borough lacks the administrative capacity, equipment, manpower and monetary resources to upgrade, construct and maintain Category III state roads; and

WHEREAS, it is the responsibility of the State of Alaska to provide basic services for public safety; and

WHEREAS, the Local Road Service Area Advisory Board passed and approved Resolution Serial No. 90-011 recommending the Borough Assembly request the Commissioner of the Department of Transportation and Public Facilities, the Governor and the Legislature to continue funding maintenance and capital improvements of Category III state roads and recommending the Borough Assembly not take any responsibility for Category III state roads.

NOW THEREFORE, BE IT RESOLVED by the Assembly of the Matanuska-Susitna Borough that the Commissioner of the Department of Transportation and Public Facilities, the Governor and the Legislature continue the funding for the maintenance and capital improvements of Category III state roads.

Adopted by the Assembly of the Matanuska-Susitna Borough this 18th day of
December, 1990.

Dorothy A. Jones
Dorothy A. Jones, Borough Mayor

ATTEST:

Linda A. Dahl
Linda A. Dahl, Borough Clerk

(SEAL)



Official Business

Alaska State Legislature

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

MEMORANDUM

TO: Senator Curt Menard, Chairman
Senate Transportation Committee

FROM: Senator Jay Kerttula

SUBJ: Senate Bill 41 --
Supplemental for Class 3 roads,
rural airports and marine
transportation

DATE: January 29, 1991

A handwritten signature in black ink, appearing to read "Jay", positioned to the right of the subject line.

I would appreciate your scheduling Senate Bill 41, providing a supplemental appropriation to the Department of Transportation for maintenance of class 3 roads, rural airports and marine transportation. These funds would reinstate Governor Cowper's vetoes in these areas. Unless these funds are appropriated, it appears that maintenance of class 3 roads and rural airports will stop in early spring. It is possible that other road maintenance activities may also be impacted. Marine transportation service will also be severely impacted by mid spring.

For your information, I have attached a resolution from the Matanuska-Susitna Borough requesting continuation of maintenance for class 3 roads.

I appreciate your consideration of this request.

JK:kh

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Office of the Commissioner

TO: Johanna Munsen
Rep. Curt Menard


DATE: February 8, 1990

THRU:

FILE NO:

TELEPHONE NO: 465-3900

FAX NUMBER: 586-8365

FROM: Katy McHugh 

SUBJECT: Senate Bill 41

These are the department's FY 91 supplemental request numbers. Sorry for the mixup, but these are the final numbers. They have been submitted to OMB, and OMB has okayed our releasing them to you. These figures should still be considered to be draft, until the OMB approves them for inclusion in the Governor's supplemental request. They probably need to be sent to Kerttula's office, as well as to the House Finance Committee, as someone will have to introduce a Finance CS to amend the numbers.

Thanks for your help and support with this. I'm enjoying working with you!

MEMORANDUM

State of Alaska

Department of Transportation and Public Facilities

TO: Cheryl Frasca, Director
Division of Budget Review
Office of Management and Budget

DATE: February 8, 1991

FILE NO.:

TELEPHONE NO: 465-3900

FROM: 
Frank G. Turpin
Commissioner

SUBJECT: FY91 Supplemental

The Department of Transportation and Public Facilities has identified several areas which will require supplementals in FY91. The attached schedule identifies the items comprising our total request for \$19,821,400 (\$19,456,300 general funds, \$82,800 International Airport Revenue Funds and \$282,300 Highway Working Capital Funds).

There are four areas in our request which affect multiple budget units. The first is to reinstate the amounts vetoed from our Maintenance and Operations (M&O) and Alaska Marine Highway System (AMHS) budgets. This is a total of \$5,108,100 in M&O (not including legislative additions that were vetoed), and \$2,800,000 in AMHS. The department is proceeding with normal FY91 operations in the areas of rural airport maintenance and Category III road maintenance as well as with scheduled AMHS vessel service based on the direction that funding would be forthcoming to provide these services affected by the vetoes. These items were identified in our preliminary supplemental memo.

Second, there is a shortfall in funding available for fuel and associated utility costs (\$3,823,900). The crisis in the Middle East and the resultant escalated oil prices are affecting those components which must purchase fuel for vehicle and vessel operations as well as for heating and related utility costs. AMHS projects that at current prices this will cause a \$1,918,300 shortfall in their vessels budget. There is an estimated need for \$1,849,400 in supplemental funding for fuel in our M&O components as well as \$65,200 (IARF) for the Anchorage International Airport. The M&O portion of this request includes fuel for the State Equipment Fleet (SEF) components. Normally, these units are funded from the Highway Working Capital Fund, however, these supplementals are requested as general funds since the SEF rates charged for FY91 did not include a factor to collect sufficient HWCF revenues to cover the increased fuel costs.

The third general area is due to increased security requirements because of the threat of terrorism associated with the Middle East conflict. The Federal Aviation Administration (FAA) has mandated tighter security requirements at all certificated airports. Although there are different areas where increased costs have been felt, the most significant are those associated with providing a Law Enforcement Officer at the airport prior to and during the operation of the air carrier. This has created a need for a supplemental of \$658,800 in our regional M&O Highways and Aviation components. At numerous locations the department has requested waivers from FAA and depending on the extent to which these waivers are granted, the amount required may change. This amount does not include any increased costs at the International

Airports. As detailed in their attached memo, they have sufficient funding within their budgets that can be reallocated to cover the increased security costs through March 31, 1991. If the heightened security requirements continue past this time, we will have to amend our request to include some additional International Airport Revenue Fund authorization.

The fourth general category of supplemental funding needed is for severe winter weather and the resultant increased maintenance costs. Every M&O BRU, with the exception of Southcentral District, has had additional costs associated with extreme weather, for a department total of \$2,131,900.

A total of \$658,000 is requested for clean-up of the Healy Canyon Rock Slide within the Interior District. Of this amount, \$438,000 has already been expended to remove slide material and place rip-rap along the eroded section. It is anticipated that an additional \$220,000 will be needed to clean-up spring thaw slides associated with this area. A long term solution is being reviewed and planned. The permanent changes would be programmed as a federal reconstruction project.

The remaining M&O requests include Bethel District Airport Lighting repairs - \$114,000, Deadhorse Airport Repairs - \$200,000, Janitorial Contract Increases - \$20,300, and Central Region State Equipment Fleet Preventative Maintenance - \$282,300 (HWCF).

In addition, AMHS has identified several other areas of increased costs that result in the need for supplementals. These include the increased Per Diem costs for vessel employees (\$303,000), the shortfall in Public Employees Retirement System and other benefit funding (\$921,000), the costs of operating the Tustumena for an additional month since it will be returned to service from overhaul a month earlier than planned (\$342,900), and funds to operate the M/V Malaspina for five additional weeks (\$675,000). The M/V Malaspina service addition, as well as the AMHS service veto add-back, are revenue positive additions as indicated on the attached memo from AMHS. However, because of the need for the maximum possible amount of revenue received during FY91 to be available in the AMHS fund to provide base funding for the FY92 AMHS budget, it is requested that all AMHS supplementals be provided as general funds. In addition to the FY91 costs identified above, AMHS will need \$165,400 to replace funds utilized to pay FY90 bills.

Southeast Region will also require a supplemental of \$275,000 to pay the final judgement condemnation for property on Telephone Hill.

A supplemental of \$1,300,000 is requested to provide sufficient cash to complete projects currently programmed from the "1978 Transportation Facilities Construction Fund". Quite some time ago reimbursements for federal highway or aviation projects charged through this fund were deposited in other funds, most likely other bond funds. The age of this bond issue makes it very impractical if not impossible to go back and accurately reconstruct these transactions. John Lucas and staff of the Division of Audit and Management have reviewed this and other bond issues in conjunction with my staff and they agree that there was excess cash in other bond issues. During the review on the 1980 bond issue, \$20,000,000 of excess cash was identified and moved to the bond redemption fund. Because of the concerns with the use of bond

funds, it is recommended that this appropriation be made from the general fund instead of from the excess cash in another issue.

The department has also identified \$32,800 worth of miscellaneous claims for unpaid bills from FY87-FY89 (\$17,600 IARF and \$15,200 GF).

Memos and spreadsheets which delineate the requests by component and provide the requested accounting and projection information are attached.

The final subject I want to bring to your attention at this time, while not truly a supplemental, would be an amendment to the FY91 operating budget appropriation bill. In FY90, the department's M&O Highways and Aviation components received an extended lapse date of August 31 on their operating funds. It was our understanding that the same would be true of the FY91 operating budget, but somehow this intent language was inadvertently omitted from the final budget bill. All indications during legislative review of the department budget were that this would again be available to the department in FY91 to enable M&O to accomplish their summer maintenance program in a reasonable matter. I propose that the extended lapse language be added to the FY91 appropriation.

Thank you for your consideration of these requests.

Attachments

cc: W. Keith Gerken, Deputy Commissioner, Operations
Ron B. Lind, Director, Plans, Programs and Budget
D. Randy Simmons, Deputy Commissioner, Management and Finance
Henry Springer, Deputy Commissioner
Regional/System Directors

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FY91 SUPPLEMENTAL REQUEST (\$ shown in thousands)

REQUEST	HEADQUARTERS	CENTRAL	INTERIOR	WESTERN	SOUTHCENTRAL	SOUTHEAST	INT'L AIRPORTS	MARINE HWYS	TOTAL
Veto Restoration		\$2,968.3	\$1,248.1	\$385.7	\$173.4	\$332.6		\$2,800.0	\$7,908.1
Fuel Cost Increases		\$476.6	\$582.4	\$60.8	\$430.3	\$299.3	\$65.2 *	\$1,918.3	\$3,832.9
Airport Security Increases		\$350.0	\$97.0	\$116.2	\$55.0	\$40.6			\$658.8
Snow & Ice/Winter Storm Damage		\$92.1	\$859.6	\$550.0	\$0.0	\$630.2			\$2,131.9
Miscellaneous Claims	\$32.8 *								\$32.8
1978 Transportation Facilities Construction Fund	\$1,300.0								\$1,300.0
Miscellaneous Regional Requests									
CENTRAL REGION									
SEF Preventive Maintenance		\$282.3 **							\$282.3
Bethel District Airport Lighting		\$114.0							\$114.0
INTERIOR DISTRICT									
Healy Canyon Rock Slide			\$658.0						\$658.0
Deadhorse Airport Repairs			\$200.0						\$200.0
Janitorial Contract Increases			\$20.3						\$20.3
SOUTHEAST REGION									
Southeast Final Judgement Condemnation						\$275.0			\$275.0
MARINE HIGHWAYS									
PERS/Benefit Increases								\$921.0	\$921.0
M/V Tustumena Service								\$342.9	\$342.9
Per Diem Increase								\$303.0	\$303.0
M/V Malaspina Service								\$675.0	\$675.0
FY90 Bills Charged to FY91								\$165.4	\$165.4
TOTAL	\$1,332.8 *	\$4,283.3 **	\$3,665.4	\$1,112.7	\$658.7	\$1,577.7	\$65.2 *	\$7,125.6	\$19,821.4 *

*IARF \$82.8 of the Total Request (\$17.6 of Miscellaneous Claims + \$65.2 for Fuel Increase)

**HWCF \$282.3

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 MISCELLANEOUS CLAIMS SUPPLEMENTAL REQUEST
 FY91

02/06/91

FISCAL YEAR	APPROPRIATION	VENDOR	AMOUNT
1987	INT HWYS & AV	ST. VILLAGE ENERGY SYST.	288.28
1988	SE VESSELS	BARGREEN ELLINGSON	118.94
1988	INT HWYS & AV	ST. VILLAGE ENERGY SYST.	186.51
1988	KDK EMER HELIP	KODIAK ISLAND BOROUGH	1,309.10
1989	INT HWYS & AV	ST. VILLAGE ENERGY SYST.	436.21
1989	INT HWYS & AV	BEAVER VILLAGE ELEC. UTIL	2,102.00
1989	CE HWYS & AV	IDAHO NORLAND CORP	2,295.00
1989	CE ENGR MGMT	DEPARTMENT OF LAW	4,558.20
1989	STWD LEASING	DEPARTMENT OF LAW	731.40
1989	DIR. AIAS	DEPARTMENT OF LAW	198.11
1989	AIA ADMIN	DEPARTMENT OF LAW	17,410.00
1989	PILOT STATION	DEPARTMENT OF LAW	203.30
1989	SE SHORES	HAINES LIGHT & POWER	300.00
1989	SE SHORES	YUKON OFFICE	107.11
1989	SE VESSELS	FRYER-KNOWLES	500.00
1989	SE VESSELS	YUKON OFFICE	36.50
1989	SE VESSELS	AK. AIRLINES	735.62
1989	SE VESSELS	STAR RENTALS	218.54
1989	SE VESSELS	DONALDSON & KIEL	453.64
1989	SW VESSELS	ALASKA CLEANERS	362.90
1989	SW VESSELS	FOOD SVCS AMERICA	214.77
TOTAL			32,766.13

MEMORANDUM

State of Alaska

Office of the Governor
Division of Audit and Management Services
465-3588

November 5, 1990

TO: D. Randy Simmons, Deputy Commissioner
Department of Transportation and
Public Facilities

FROM:  John L. Lucas, Director

SUBJECT: 1978 Transportation Facilities Construction Fund

Recently our office completed a review of both the 1978 Transportation Facilities and 1980 Highway and Ferry Construction Bond Funds. We elected to only issue a report on the 1980 fund and defer any closeout or transfer of funds on the 1978 fund until additional projects could be reconciled.

The 1978 fund indicated that there were substantial unexpended amounts available in several authorizations. However, a detailed review of the revenue estimates and the remaining cash available in the fund indicated a substantial shortfall would occur. Because of the potential shortfall, it was agreed that the remaining balances in all authorizations will be restricted and that future expenditures will be limited to ongoing projects.

These limitations will still create a shortfall in the fund of approximately \$1.5 million and result in restricting the funding of the AMHS's provisions warehouse. Based on our attached schedule, this project will require a minimum of \$1,361,688 and may exceed the \$1.5 million level.

Due to the numerous revenue errors over the years and the millions of dollars in adjustments the Department has recently made, we found it impractical to attempt to trace down any historical errors in coding receipts to 1978 and 1980 funds.

With your assistance, we were able to transfer \$20 million out of the 1980 fund to the bond redemption fund. In determining the amount of funds available for transfer, we also determined that it was inappropriate to allocate any of these funds to the 1978 fund in order to balance any future shortfall in the fund. It was concluded that the most appropriate means of correcting the funds was to transfer the \$20 million out of the 1980 fund and request supplemental funding for the 1978 fund.

Our office will support a request by the department that does not exceed \$1.5 million.

Attachment

RECEIVED
NOV 09 1990

D.O.T. & P.F.
Plans, Programs and Budget

STATE OF ALASKA
 CAPITAL PROJECT FUNDS
 PUBLIC FACILITIES CONSTRUCTION
 1978 TRANSPORTATION FACILITIES CONSTRUCTION FUND
 CHAPTER 138, SLA 1978
 BALANCE SHEETS
 (UNAUDITED)
 June 30, 1990 and 1989

	<u>June 30, 1990</u>	<u>June 30, 1989</u>
Assets		
Cash in Treasury	\$ 509,924	\$ 743,545
Accounts Receivable	<u>240,174</u>	<u>433,282</u>
Total Assets	<u>\$ 750,098</u>	<u>\$ 1,176,827</u>
Liabilities and Fund Balance		
Liabilities	\$ -0-	\$ -0-
Fund Balance		
Available Fund Balance	<u>750,098</u>	<u>1,176,827</u>
Total Liabilities and Fund Balance	<u>\$ 750,098</u>	<u>\$ 1,176,827</u>

MEMORANDUM**STATE OF ALASKA**

Department of Transportation and Public Facilities

To: Frank G. Turpin
Commissioner

Date: February 5, 1991

Thru: Keith Gerken
Deputy Commissioner
Operations

Phone No.: 266-1440

Subject: FY91 Central Region
Maintenance &
Operations
Supplemental

From: Kit Duke
Regional Director
Central Region

Central Region, Maintenance and Operations requests \$4,482,714 in FY91 supplemental funds. Highways and Aviation requests \$3,767,614 in general funds; Facilities \$34,400 in general funds; and State Equipment Fleet \$398,400 in general funds and \$232,300 in highway working capital funds. The supplemental must be passed by March 15, 1991 in order for continued Highway and Airport maintenance in Central Region. Current projections show funding for personal services and vendor payments will be exhausted by March 15, 1991.

This supplemental request is based on circumstances beyond the control of Maintenance and Operations, such as, veto of category III road and rural airport maintenance; increased airport security; increased fuel costs; winter storms; repair of Bethel district airport lighting; repair of Kalifonski road washout; and preventative maintenance on State Equipment Fleet vehicles.

The following identifies by category the estimated funding which will be required to adequately preform the required essential services for FY91.

1. Restoration of Category III and Rural Airport Vetoes

This general fund supplemental request provides for the replacement of vetoed funds for Category III road maintenance and Rural Airports maintenance in the FY91 Highways and Aviation operating budget. Due to the time frame of the vetoes, very few options remained to absorb these reductions. All rural airport maintenance contracts were in place, and all winter and summer supplies had been ordered, leaving only a reduction in force and reduced equipment utilization as avenues to meet the veto requirements.

<u>Category III Roads</u>	<u>Rural Airports</u>	<u>Totals</u>
\$1,873,300	\$1,095,000	\$2,968,300

2. Kalifonski Road Washout Repairs

This general fund supplemental request is to restore funds expended in FY91 for the Kalifonski road washout repairs.

Contractual Services	\$195,414
Commodities	<u>\$ 4,000</u>
Total	\$199,414

3. Airport Security Increases

Due to the increased Federal Aviation Administration security level requirements at certificated airports because of the hostilities in the Middle East. The Highways and Aviation component is requesting \$350,000 in general funds to meet this requirement through the end of this fiscal year. This supplemental will cover the costs incurred by contracting with local police departments, hiring available commissioned police officers as non-permanent State Employees, and contracting with other agencies to meet the expanded security requirements.

4. Fuel Cost Increase

This general fund supplemental request is for the drastic increases in the price of diesel fuel, heating oil, gasoline, and associated utility costs due to the recent upward surge in oil prices. The breakout by component is as follows:

Highways and Aviation	\$ 43,800
State Equipment Fleet	\$ 398,400
Facilities	<u>\$ 34,400</u>
Total	\$ 476,600

5. Mat-Su District Severe Winter Storms

This general fund supplemental request is to cover the additional costs incurred from a series of severe winter storms and an exceptionally large avalanche in the Matanuska District area from December 17, 1990 through January 8, 1991. The severe winter condition included substantial snowfall followed by rain, then back to snowfall. After the precipitation stopped, high winds and severe drifting required a higher than budgeted amount of overtime, contractual services, and state equipment usage in order to provide passable district roads.

Personal Services Overtime	\$ 53,900
Contractual Equipment	\$ 14,000
Additional-Equip. Usage (SEF)	<u>\$ 24,200</u>
Total	\$ 92,100

6. State Equipment Fleet Preventive Maintenance

This supplemental request will provide for highway working capital funds in support of the Accelerated Major Preventative Maintenance Program from July 1 through December 31, 1990.

This program utilized temporary employees along with contractual vendors to provide overhaul services on extended life equipment, resulting in an increase of reliability for that equipment, most of which had 40-80% down time last winter.

Personal Services (Temp Employees)	\$122,800
Contractual Repairs and Parts	<u>\$159,500</u>
Total	\$282,300

7. Bethel District Airport Lighting

Unusual freeze thaw cycles this winter in the Northout District has caused underground runway light wire breakage at the listed airports. This general fund supplemental request will repair these facilities.

Aniak	\$14,000
Anvik	\$16,000
Bethel	\$20,000
Chevak	\$14,000
Holy Cross	\$14,000
Russian Mission	\$16,000
Tuntatuliak	<u>\$20,000</u>

Total Airport Lighting Request	\$114,000
--------------------------------	-----------

Frank G. Turpin

4

February 5, 1991

If you need additional information, please contact me.

Attachments:

Accounting & Projection Information by Component
FY91 Kalifonski Road Washout Repairs #2
Increased Fuel Cost Calculation (all components) #4
Detailed Cost of Mat-Su Winter Storm #5
Detailed Cost of SEF Preventative Maintenance Work #6
Detailed Cost of Bethel District Airport Lighting #7

cc: Robert Boyd, Acting Director, Maintenance & Operations
Lisa Emerson, Budget Analyst, Administrative Services
Ron Lind, Director, Plans, Programs & Budget

MEMORANDUM

State of Alaska Department of Transportation & Public Facilities

TO: Frank G. Turpin
Commissioner
Headquarters

DATE: February 5, 1991

FILE NO: B-CS

TELEPHONE NO: 451-2210

THRU: Keith W. Gerkin
Deputy Commissioner
Headquarters

SUBJECT: FY91 Supplemental

FROM: John D. Horn, P.E.
Regional Director
Northern Region

Northern Region is requesting \$5,513,200 for FY91 Supplementals, all for Maintenance and Operations (M&O) units. A summary of these requests follows and a summary detail is attached. Also attached are memos from the M&O units providing additional detail and justification.

Increased airport security	\$ 268,200
Fuel cost increases(including utility costs)	1,073,500
Reinstatement of items vetoed	1,807,200
Above average snow & ice	1,409,600
Healy Canyon rock slide	658,000
Deadhorse runway repairs	200,000
Interior District janitorial increase	20,300
Western District non-routine maintenance	<u>76,400</u>

Northern Region Total: \$5,513,200

Northern Region also supports the extended lapse for operating funds in Maintenance and Operations, Highways and Aviation, and Facilities components.

Thank you for your consideration of these requests.

DM/tia

Attachments

cc: Chuck Coyle, District Manager, Western District
Mike Gavin, Acting Director, Maintenance & Operations, Northern Region
George Levasseur, District Manager, Southcentral District
Ron Lind, Director-Plans, Programs & Budgets, Headquarters
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