

ALASKA LEGISLATURE COMMITTEE FILES 1997-1998 8672

9765 SENATE TRANSPORTATION

BIBLIOGRAPHY

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11. Smith, P. and Schonfeld, R., "Studies of Studded Tire Damage and Performance In Ontario - Winter 1969-70". Department of Highways, Ontario, Report No. RR165, August, 1970.
12. Speer, T. and Gorman, J., "Laboratory Evaluation of Pavement Damage Caused by Studded Tires, Salt and Abrasive Sand". Final Report on Work Performed by American Oil Company Research and Development Department of Minnesota Department of Highways, 1971.
13. Whitehurst, E. A. and Easton, E. H., "An Evaluation of Studded Tire Performance". Highway Research Record, Number 171, 1967.
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APPENDIX

Tables 2 through 5

Pavement Wear Data

Table 6

Winter Road Condition Data

TABLE 2
ASPHALT PAVEMENT DATA
Anchorage Area

<u>Test Location</u>	<u>Construction Date</u>	<u>No. of Studded Tire Passes/Lane</u>	<u>Average Wear</u>	<u>Composite Wear Rate Per 100,000 Passes</u>
E. 5th (Bragow to McCrarry)	1965	1,933,157	0.28"	0.015"
E. 5th (Airport Heights to Bragow)	1965	1,978,259	0.31"	0.016"
Spenard I (15th to N. Lights)	1969	1,304,489	0.20"	0.015"
Spenard II (N. Lights to Spenard Rd.)	1970	452,430	0.13"	0.029"
Spenard II (Spenard Rd. to International)	1970	289,511	0.12"	0.041"
Gambel (15th to Fireweed)	1967	2,314,564	0.22"	0.0095"
Ingra (15th to Fireweed)	1967	2,310,702	0.24"	0.010"
Northern Lights (Seward Hwy. to "C" St.)	1970	769,067	0.18"	0.024"
Glenn Hwy. (Gate 1 N. 2 miles)	1954	2,298,356	0.34"	0.015"
Jewel Lake Rd. (International to 4 Corners)	1965	2,185,508	0.26"	0.012"
"C" Street (Diamond to International)	1969	911,428	0.20"	0.022"
O'Malley Road	1963	628,813	0.15"	0.024"
*International Airport Road (Seward Hwy. to "C" Street)	1970	488,619	0.22"	0.045"
*Lake Otis (Dowling to 88th)	1970	391,615	0.14"	0.036"

*Asphalt Overlays

TABLE 3
ASPHALT PAVEMENT DATA
Fairbanks Area

<u>Test Location</u>	<u>Construction Date</u>	<u>No. of Studded Tire Passes/Lane</u>	<u>Average Wear</u>	<u>Composite Wear Rate per 100,000 passes</u>
Airport (Cowles to Lathrop St.)	1968	1,002,268	0.11"	0.011"
Airport Way (Lathrop to Wilbur St.)	1968	826,644	0.13"	0.016"
Airport Way (Wilbur to Peger Rd.)	1968	838,984	0.12"	0.014"
Airport Way (Peger Rd. to University Ave.)	1968	765,482	0.12"	0.016"
University Ave. (Airport Way to Geist Rd.)	1965	775,202	0.17"	0.022"
University Ave. (Geist Rd. to College Rd.)	1965	742,810	0.10"	0.013"
College Rd. (University Ave. to Jade Shop)	1969	423,785	0.10"	0.024"
College Rd. (Jade Shop to Aurora)	1969	392,473	0.12	0.031"
College Rd. (Illinois to Steese Hwy.)	1969	351,744	0.09"	0.026"
Richardson (4 Lane I) (Old Richardson Intersection to Wainwright Gate)	1966	939,371	0.21"	0.022"

TABLE 4
ASPHALT PAVEMENT DATA
Southeastern District

<u>Test Location</u>	<u>Construction Date</u>	<u>No. of Studded Tire Passes/Lane</u>	<u>Average Wear</u>	<u>Composite Wear Rate per 100,000 passes</u>
Juneau				
Outer Drive (Glacier Ave. to 12th Ave.)	1969	390,122	0.20"	0.051"
¹ Glacier Highway (M.P. 2)	1967	909,492	0.51"	0.056"
² Glacier Highway (Sunny Point Non Overlaid)	1968	823,486	0.35"	0.042"
Glacier Highway (Sunny Point Overlaid)	1968	823,486	0.44"	0.053"
Glacier Highway (N. of Brotherhood Bridge)	1965	659,682	0.33"	0.050"
³ South Douglas Highway (Lawson Creek South)	1967	552,152	0.40"	0.072"
⁴ Mendenhall Loop (South End)	1963	691,283	0.41"	0.059"
Ketchikan				
North Tongass Highway (Above Pulp Mill)	1954	360,839	0.19"	0.052"
⁵ South Tongass Highway (Off End of Concrete)	1970	187,944	0.24"	0.128"

- ¹Seal coated 8/25/70
- ²One lane overlaid with a mixture of fines and asphalt
- ³Asphalt overlay 9/27/67 and seal coat 6/27/68
- ⁴Seal coated July 1968
- ⁵Asphalt overlay


SB

157

**FISCAL NOTE
NOT YET AVAILABLE**



SENATOR DAVE DONLEY
ALASKA STATE LEGISLATURE

Date: April 10, 1997
To: Senator Jerry Ward, Chair
Senate Transportation Committee
From: Senator Dave Donley 
RE: SB 157 - Children's Trust License Plates

I respectfully request that you schedule SB 157 for a committee hearing at your earliest convenience. SB 157 establishes a motor vehicle registration plate that the department may design and issue to represent the Alaska Children's Trust. It allows the legislature to appropriate funds received from the sale of these registration plates into the principal of the Alaska Children's Trust.

The primary purpose of the Alaska Children's Trust is to work in partnership with communities, private business, and government to reduce and prevent child abuse, neglect, and family violence. The Children's Trust will improve the status of children in Alaska by generating funds and committing resources to promote healthy families and by assisting in developing healthy communities.

DD/ljh

previous req 4/03/97

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June-December: 716 W. 4TH AVE. • STE. 430 • ANCHORAGE, AK • 99501 • (907) 258-8181 • FAX: (907) 258-1648

MEMBER: Senate Finance Committee • Legislative Budget & Audit Committee
• Senate Community & Regional Affairs Committee

Produced in House

CS FOR SENATE BILL NO. 157()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTIETH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): SENATOR DONLEY

A BILL
FOR AN ACT ENTITLED

1 "An Act establishing a children's trust motor vehicle registration plate."

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

3 * **Section 1.** AS 28.10.181 is amended by adding a new subsection to read:

4 (t) Special request Alaska children's trust plates. Upon application by the
5 owner of a passenger vehicle, noncommercial van or pick-up truck, or motor home,
6 the department may design and issue registration plates representing the Alaska
7 children's trust under AS 37.14.200. The department may disapprove the issuance of
8 registration plates under this subsection when the requested plates are a duplication of
9 an existing registration. The legislature may appropriate funds received under this
10 subsection into the principal of the Alaska children's trust established under
11 AS 37.14.200.

12 * **Sec. 2.** AS 28.10.421(d) is amended by adding a new paragraph to read:

13 (14) special request Alaska children's trust plates \$100
14 plus the fee required for that vehicle under (b)(1) or (2) of this section; the fee
15 required by this paragraph shall be collected only on the first issuance and the

1 replacement of special request plates; the commissioner of administration shall
2 separately account for the fees received under this paragraph that the department
3 deposits in the general fund; notwithstanding (g) of this section, the annual estimated
4 balance in the account that is in excess of the cost of issuing special request plates
5 may be appropriated by the legislature for the support of the Alaska children's trust
6 under AS 37.14.200.

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. CSSB 157 (TRAN)

Revision Date: _____
 Title: An Act establishing a children's trust motor vehicle license plate....
 Sponsor: Senator Donley
 Requestor: (S) TRAN

Department Affected: Administration
 BRU: Motor Vehicles
 Component: Field Services
 COMPONENT SERIAL NO. 0502

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES	2.2					
TRAVEL	17.7					
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	19.9	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES (1005)	*	*	*	*	*	*
----------------------------------	---	---	---	---	---	---

FUND SOURCE: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts	19.9					
1037 GF/Mental Health						
OTHER						
TOTAL	19.9	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY 97) cost: \$ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

SEE ATTACHED

Prepared by: Juanita M. Hensley
 Division: Motor Vehicles

Phone: 465-2650
 Date: 4/17/97

Approved by Commissioner: Mark Boyer
 Agency: Department of Administration

Date: 4/17/97

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FISCAL NOTE
STATE OF ALASKA

1997 LEGISLATIVE SESSION

Bill No: CSSB 157 (TRAN)

ANALYSIS: (continued)

This bill establishes a special license plate for children's trust fund. Under this proposed legislation the fee for purchasing the special plate is \$100.00 per set of plates. The license plate manufacturer requires a minimum of 900 sets of plates for the purchase of a new design plate. This bill will require a new design for the license plate. The personal services estimates the cost associated with the reissue of the existing license plate for the new children's trust license plate.

SUMMARY OF EXPENSES

FY98

TRANSACTION COSTS

Personal Services costs associated with reissue of
new plate 900 sets of plates at \$2.43 per set 2.2

Overhead costs associated with program and includes;
forms, license tabs, DP chargeback, shipping/freight etc.
900 sets of plates at \$3.05 per transaction 2.7

NEW DESIGN COSTS

Set-up costs for new design sheeting 10.0

Design costs for design of new plate 5.0

TOTAL 19.9

**At this time, we are unable to estimate the number of sets of license plates that will be purchased and therefore, we are unable to project the amount of revenues.



SENATOR DAVE DONLEY

ALASKA STATE LEGISLATURE

SPONSOR STATEMENT SB 157 Establishing a Children's Trust License Plate

SB 157 establishes a motor vehicle registration plate that the department may design and issue to represent the Alaska Children's Trust. It allows the legislature to appropriate funds received from the sale of these registration plates into the principal of the Alaska Children's Trust.

The primary purpose of the Alaska Children's Trust is to work in partnership with communities, private business, and government to reduce and prevent child abuse, neglect, and family violence. The Children's Trust will improve the status of children in Alaska by generating funds and committing resources to promote healthy families and by assisting in developing healthy communities.

Other states such as Louisiana, California, Missouri, Nevada, and Illinois have created specialized license plates for the benefit of children and have had great success in raising funds for this worthwhile cause.

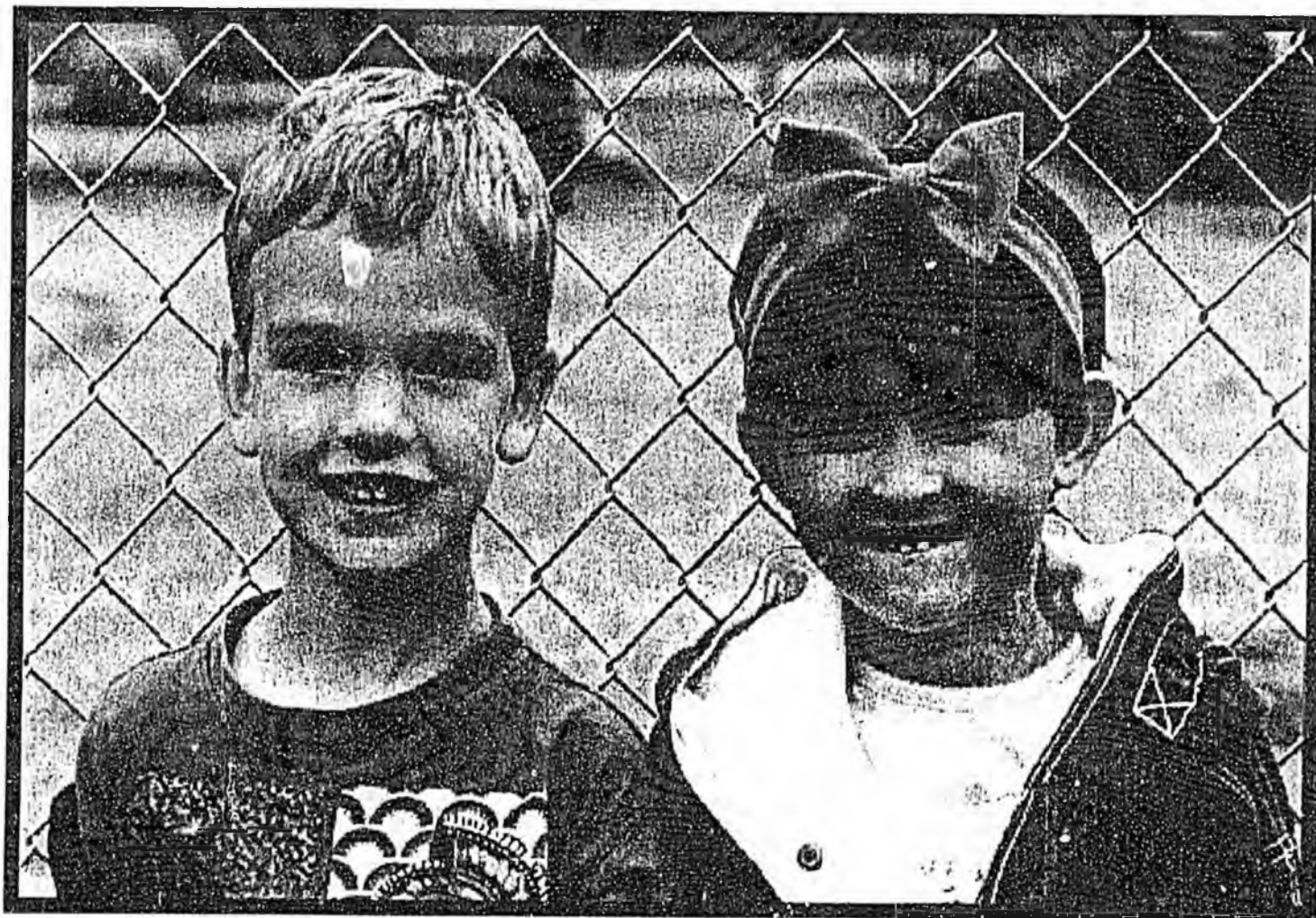
DD/ljh

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MEMBER: Senate Finance Committee • Legislative Budget & Audit Committee
• Senate Community & Regional Affairs Committee

Produced in House

ALASKA CHILDREN'S TRUST



ANNUAL REPORT — 1996

Strengthening communities — supporting families — preventing child abuse

Contents

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History

The Alaska Children's Trust (ACT) was created by the legislature in 1988 (AS 37.14.200 - 37.14.270) to address rising rates of child neglect, abuse, community violence, and juvenile crime. The trust is designed to promote and financially support community-based initiatives to strengthen families and children. Until this year, the trust remained idle with no funds.

Purpose

The primary purpose of the Alaska Children's Trust is to work in partnership with communities, private business, and government to reduce and prevent child abuse, neglect, and family violence.

Mission Statement

Alaska's children require and deserve to grow up in a safe and nurturing environment. The mission of the Alaska Children's Trust is to improve the status of children in Alaska by generating funds and committing resources to promote healthy families and to assist in developing healthy communities.

Alaska Children's Trust (ACT) Board of Trustees

Mark R. Williams, Alaska Children's Trust Chair, Anchorage, Vice-Chair, Carr Gottstein Foods Company

Carol H. Brice, Fairbanks, President, Family Training Associates

Arliss Sturgulewski, Anchorage, former Alaska State Senator

Morris Thompson, Fairbanks, President and CEO, Doyon Limited

Bruce M. Botelho, Attorney General, Department of Law

Shirley Holloway, Commissioner, Department of Education

Karen Perdue, Commissioner, Department of Health and Social Services

Alaska Children's Trust Goals

To accomplish the trust's mission, the board of trustees has established four goals:

- Change the climate of tolerance for child abuse and neglect by promoting an awareness of the current plight of many of our children;
- Support the development of safe and nurturing community environments;
- Promote responsible parenting and care giving;
- Ensure children are eager and ready to learn.

The goals are to be achieved through:

- Funding community-based child abuse prevention programs;
- Educating the public, initiating media campaigns and providing information;
- Coordinating resources and sharing information;
- Encouraging collaboration and developing partnerships with public and private organizations.

Why Alaska Needs the Trust – The State of Alaska's Children

Although many Alaskan children grow up in loving homes with parents and other family who tend to their needs, there are many who do not.

Economic hardship, rapid social and cultural change, and many other stresses result in increasing cases of child neglect and abuse, community violence, and juvenile crime.

The statistics support an unsettling conclusion that children in our state are in trouble.*

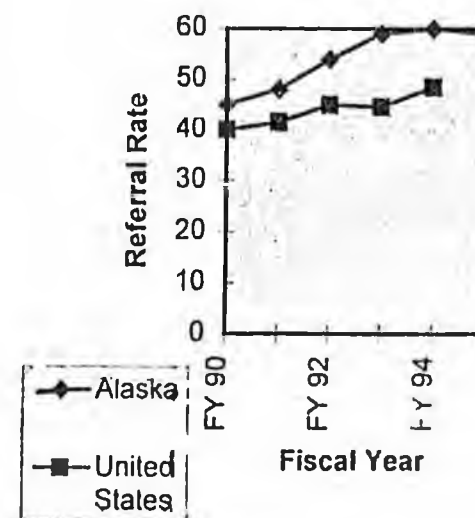
- Alaska leads the nation in per capita cases of child sexual abuse and neglect.
- Each year 125 babies die before their first birthday. Another 160 are born with alcohol-related disabilities.
- More than 10,000 Alaska preschoolers live below the poverty line.
- The suicide rate for Alaska teens is four times the national average.
- Every year 1,450 children are arrested for offenses including assault, rape, robbery, and drug sales.
- Every year 2,200 children drop out of school.
- Each year 3,500 children are reported as runaways.

The goal of the trust is: to give all Alaskan children the opportunity to grow up in a safe and healthy setting so they become responsible and productive adults. The Alaska Children's Trust can support initiatives that directly and creatively address the problems of our youth; it can make a difference.

* From Invest in Our Children: An Investment in Our Future, an interim report from the child health planning work group to the governor and the people of Alaska (October, 1994).

CHILD ABUSE AND NEGLECT

Rate of Reported Child Maltreatment, Alaska and the United States



From: Fiscal Years 1994 and 1995 Annual Report, State of Alaska
Department of Health and Social Services

How the Trust Works

- The Children's Trust is a savings account for children. The principal of the trust is maintained -- only the interest income can be spent.
- The trust relies on gifts, bequests, and contributions of cash or other assets from individuals, corporate entities, legislative appropriations, and federal funds.
- The income from the trust is distributed to community organizations through a grant application and review process.
- The treasurer of the trust is the Commissioner of Revenue. The Commissioner is the official custodian of the cash and investments.
- The trust is administered by a seven-member board of trustees; the trustees are appointed by the Governor. The board of trustees include the Commissioner of Health and Social Services, the Commissioner of Education, the Governor or designee, and four public members.
- The trust board is established in the Office of the Governor.
- The trustees set priorities, award and monitor community grants, and assist in raising funds.

"The Alaska Children's Trust was founded on the notion that every Alaskan child ought to get the help they need along the road to adulthood. . . help a kid and you've changed a life. Nobody said it was going to be easy, just worth it. Alaska Children's Trust -- everybody deserves to be a kid once."

- Tom Bodett,
Alaskan Author

Highlights and Accomplishments

- The Alaska Children's Trust board of trustees was appointed in April 1996.
- A strategic plan is established which includes a mission, goals, and action steps to begin moving forward the trust's purpose of preventing child abuse and neglect.
- The current trust balance includes \$6 million from a 1996 legislative appropriation and approximately \$11,000 from individual contributions – a good beginning.
- The Alaska Children's Trust has received letters and resolutions of support from over 100 communities, local governments, organizations, and individuals.
- The trustees have established a core group of volunteers – Friends of the Alaska Children's Trust, a non-profit corporation, to raise money on behalf of the Alaska Children's Trust.
- The Alaska Children's Trust is working in collaboration with state agencies to maximize resources and avoid duplication.
- The Alaska Children's Trust board has initiated a statewide media campaign featuring well-known writer Tom Bodett. The promotional radio spots will be broadcast across Alaska during 1997. Bodett donated money, his time, and his talent to produce the radio spots.

"It's not just another source of funding for traditional programs—we intend to be at the cutting edge of preventing child trauma."

—Mark Williams, ACT Chairman

How the Trust Will Benefit Alaskans

In the summer of 1997 the Alaska Children's Trust board will launch the trust's first direct activities to begin fulfilling its purpose, by making grants to community-based child abuse and neglect prevention projects.

Applications for the Alaska Children's Trust child abuse and neglect prevention funds will be funded on a competitive basis. The annual funding level for the Alaska Children's Trust is based upon annual income earnings from the trust. The amount of funds available for community projects in FY'98 is projected at \$250,000.

The Alaska Children's Trust board of trustees will set priorities and award projects that the board determines will aid in the prevention of child abuse and neglect. Some examples of potential child abuse and neglect prevention projects are listed below:

- Parent support and education projects for at-risk parents through in-home instruction and weekly and monthly classes and seminars;
- Projects to help new fathers with parenting skills;
- Home visits to parents with new-born children to help them connect with parenting resources and to capitalize on the interest of new families in learning how to nurture and protect their children.
- Violence-prevention and conflict-resolution training for school-aged children to teach peaceful alternatives to conflict;
- Mom-to-mom mentoring projects;
- Workshops to help teachers learn how to detect, report, and support abused and neglected children;
- Child development classes in schools.

Information about the application process can be obtained by writing to the Alaska Children's Trust, Office of the Governor, P. O. Box 110001, Juneau, AK 99811-0001, or by calling 1-800-643-KIDS (5437).

How You Can Help

All citizens of Alaska can help prevent child abuse and support families. Here are a few things you can do to help:

- Volunteer your time at a community-based child abuse prevention program.
- Offer to care for the children of a parent under stress.
- Talk to leaders in your community about public policies that support families and children.
- Take a parent education class or join a parent support group.
- Donate to the Alaska Children's Trust on behalf of your own children -- your contribution will help for generations.
- Call the Alaska's Children's Trust hot line. Call toll free: 1-800-643-KIDS (5437) for information about the Alaska Children's Trust and Children's Cabinet initiatives.

Directory of Staff and Work Groups

Alaska Children's Trust -- Office of the Governor

Bruce Scandling, Special Assistant

PO Box 110001

Juneau, AK 99811-0001

(907) 465-3500

(907) 465-3532 – fax

bruce_scandling@gov.state.ak.us

Friends of the Alaska Children's Trust

Thea Agnew, Staff

PO Box 92155

Anchorage, AK 99509-2155

(907) 248-7676

(907) 258-0952 – fax

mouzer1228@aol.com

Deborah Bonito, Chair

PO Box 200445

Anchorage, AK 99520-0445

(907) 338-7251

(907) 333-9389 – fax

Alaska Children's Trust Toll-Free Phone Number

1-800-643-KIDS (5437)

Friends of the Alaska Children's Trust

- Deborah Bonito, Chair, Small Business Owner, Anchorage
- Dennis Demmert, former Executive Director of Sealaska Heritage Foundation and University of Alaska Southeast faculty, Juneau
- Diane Kaplan, Diane Kaplan and Co. Consulting Firm, Anchorage
- Mike Porcaro, Porcaro Blankenship Advertising, Anchorage
- Mike Burns, President and CEO, KeyBank, Alaska

Contributions to the Alaska Children's Trust

Tax-deductible contributions can be sent to:

Alaska Children's Trust
State of Alaska
Department of Revenue
PO Box 110400
Juneau, AK 99811-0400

SB

171

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. SB 171 |

Revision Date: _____ Dept. Affected: DOT&PF
 Title: Capitol Improvement Project Authority BRU: Commissioner's Office
 Component: Office of the Commissioner
 Sponsor: Senator Miller
 Requester: Senate Transportation COMPONENT SERIAL NO. 530

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES	376.2	376.2	376.2	376.2	376.2	376.2
TRAVEL	65.1	65.1	65.1	65.1	65.1	65.1
CONTRACTUAL	81.8	81.8	81.8	81.8	81.8	81.8
SUPPLIES	6.0	4.5	4.5	4.5	4.5	4.5
EQUIPMENT	51.7					
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	580.8	527.6	527.6	527.6	527.6	527.6
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	580.8	527.6	527.6	527.6	527.6	527.6
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	580.8	527.6	527.6	527.6	527.6	527.6

Estimate of any current year (FY97) cost: \$ 0.0

POSITIONS

FULL-TIME	<u>58</u>	0	0	0	0	0
PART-TIME	<u>10</u>	0	0	0	0	0
TEMPORARY	<u>0</u>	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

(See Attached for details)

Prepared by: Sam Kito III Phone: 465-3900
 Special Assistant
 Division: Office of the Commissioner Date: 4/23/97
 Approved by: *Joseph L. Dubens* Date: 4/23/97
 Commissioner
 Agency: Department of Transportation and Public Facilities

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Personal Services			
Position Classification	Range/Step	Location	Cost
Director	24C	Anchorage	91,450
Administrative Manager I	15A	Anchorage	48,850
Accounting Clerk II (part-time)	10B	Anchorage	18,200
Engineer III	22A	Anchorage	77,900
Engineer I	19A	Anchorage	63,000
Transportation Planner I	21BC	Anchorage	76,800
Total Personal Services			376,200
Supplies			
	1998	Future Years	
Binders, Notebooks, Paper, Pens, Office Supplies, Manuals	2,500	2,500	
Data Processing Supplies, Engineering or Specialized Software	2,500	1,500	
Calculators, Hole Punch, Staplers, Etc	1,000	500	
Total Supplies	6,000	4,500	
Equipment = One-time Costs			
	Number of Units	Price Each	Total 1998 Cost
Personal Computers w/ Basic Soft	5	4,300	21,500
Printer	1	6,400	6,400
Facsimile Machine	1	2,500	2,500
Phones	5	350	1,750
Hub & router	1	4,500	4,500
Office & conference room furniture			15,000
Total Equipment			51,650
Summary Costs			
	FY98	FUTURE	
Personal Services	376,200	376,200	
Travel	65,128	65,128	
Contractual	81,784	81,784	
Supplies	6,000	4,500	
Equipment	51,650	0	
TOTAL	580,762	527,612	
100% GENERAL FUNDS			

Capital Project Authority=staff of 4 reporting to 7 member board						
Board has 2 mbrs. each in Anchorage, Fairbanks, 1 each in Juneau, Ketchikan and Bethel						
Board meetings = 10 in ANC & 2 in JNU, average of 2 days each						
Staff is located in ANC						
TRAVEL COSTS						
ANC Board meetings:						
Bd. Mbrs.	Meals	Lodging	Airfare	Misc. (tax	Total	
2 ANC	n/a					
2 FBX	168	220	366	30	784	
1 JNU	84	110	220	15	429	
1 KTN	84	110	620	20	834	
1 Bethel	106	220	960	20	1,306	
coffee, etc.				20	20	
TOTAL	442	660	2,166	105	3,373	cost per meeting
						33,730 cost of 10 meetings
JNU Board meetings:						
Bd. Mbrs.	Meals	Lodging	Airfare	Misc. (taxi, parking, etc.)		
2 ANC	212	356	440	30	1,038	
2 FBX	212	356	1,252	30	1,850	
1 JNU	n/a				0	
1 KTN	48	89	268	20	425	
1 Bethel	126	316	886	20	1,348	
2 staff from ANC	212	356	440	30	1,038	
TOTAL	810	1,473	3,266	130	5,699	cost per meeting
						11,398 cost of 2 meetings
Transportation Associations meetings (e.g. WASHTO, AASHTO)						
staff		5,000				
Authority		15,000				
subtotal		20,000				
TRAVEL TOTAL						
		65,128				
CONTRACTUAL COSTS						
Legal costs for re js.		10,000				
Telephones						
voice mail/centrex & lines		3,000				
long distance charges		6,000				
installation		750				
Computing/Network charges						
port-connect		1,980				
port access charges		3,600				
internet address		100				
terminal/printer access charges		1,584				
data line installation		2,500				
dataline mo. charges		1,800				
leased modem for data line		300				
mtc. for router		450				
wiring installation		300				
contract LAN & desktop support		6,000				
Leased office space w/ conference room:		23,400	for 1300 sq.ft. @ 1.50/sq.ft./mo.			
Advertising for public board meetings		7,200	average based on 3 newspapers, 3 days for 12 mtgs.			
Advertising for proposed regulations		2,400	4 locations, twice			
Other = postage, express mail, etc.		5,000				
Vehicle = sedan class 106		4,920				
CONTRACTUAL TOTAL		81,784				

DOT&PF
HB227

Furniture				
File Cabinets	4 drwr legal	4 drwr letter		Total (2 each)
	290	249		1078
				Total (2)
Bookcase	600			1200
	Table	Chairs		Total Table and 10 chairs
96 " Conferenc	900	300		3900
	Desk	Side table	Chair	Total (4 of each)
Desks, compute	675	400	400	5900
				Total (10)
Guest Chairs	200			2000
		First Year Furniture		14078

10. March 1997

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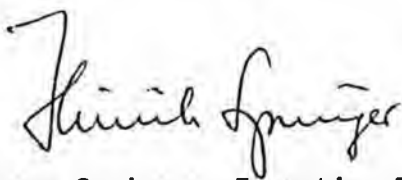
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The mechanics are simple and the principles sound. We urge you to execute such a move during this year's session and we offer our help and expertise.

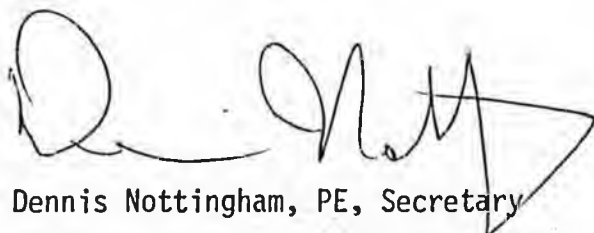
Sincerely,



Frank Dillon, Executive Director
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Henry Springer, Executive Director
ASSOCIATED GENERAL CONTRACTORS OF ALASKA



Dennis Nottingham, PE, Secretary
HIGHWAY USERS FEDERATION OF ALASKA

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"Alaska Capital Improvement Planning Authority" Points for consideration:

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Planning and Programming Authority for all State Public Facilities, including Highways, Airports, Marine Facilities and Buildings, to review and approve a yearly CIP and long range program.

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The overall functions would include integration with private systems, environmental concerns and coordination with federal and local government programs.

2) Compositions and function:

The approach used by the Fish and Game Department could serve as a model (without the structure of advisory committees). The planning authority would consist of 7 members who would represent modal concerns and also based on geographic considerations. The members would serve staggered terms.

Two should represent "Land", two "Air", and two "Marine" and one "Buildings" interests.

At least one would be picked to represent one of the 3 DOT/PF "Regions", but not more than 3 from any. (or we could use "Judicial Districts if suitable"). They would serve staggered four (or five) year terms, appointed by the Governor, confirmed by the Legislature. If a member does not fulfill a designated term they can be replaced by another appointee for the rest of the term.

The members of the authority would elect their chairperson.

The personnel presently assigned to DOT/PF for State Wide Planning could be significantly reduced to two positions (for federal mandated functions like statistics) and considerable savings are the result.

The members of the authority would receive reimbursement for expenses, including travel and per diem, however, no salary. They would need minimal clerical support. The Regions would maintain their regional planning staff which would fulfill the present functions in relation to the headquarters Statewide Planning Group and the Regional Director.

Therefore the present "Div. Statewide Planning and Programming" would be controlled by the Authority and not the Commissioner.

Considerable savings could be achieved with the reduction of Statewide Planning positions.

The present "Alaska Transportation Planning Council" could be eliminated, as the Authority would include this function.

The "research" function should not be included as part of the Authorities task. It should be left as is, primarily with the University and the DOT/PF materials sections. Maintenance is part of the operating budget and should remain under the control of the Commissioner of DOT/PF.

DOT/PF COMMISSIONERSYEARSPUBLIC WORKS

Richard A. Downing	1959 - 66
George R. MacClanahan	1967 - 68
Harold D. Strandberg	1968 - 70
George W. Easley	1971 - 74
Buel "Tex" Taggart	Apr - Dec 1974

HIGHWAYS

Sam Johnson	Mar 1962
Donald A. McKinnon	1962 - 66
Warren C. Gonnason	1967 - 68
Cosby E. Steen	1968 - 69
Robert L. Beardsley	1969 - 71
Bruce A. Campbell	1971 - 74
Walter B. Parker	1974 - 76
H. D. Scougal	1976 - 77

DOT & PF

Donald P. Harris	1977 - 78
Robert W. Ward	1978 - 82
Daniel A. Casey	Feb - Nov 1983
Richard J. Knapp	1984 - 86
R. Rocky Gutierrez	Dec 1986 - Feb 1987
Mark S. Hickey	1987 - 90
Frank G. Turpin	1991 - 93
Bruce A. Campbell	1993 - 94
Michael A. Barton	Jul - Nov 1994
Joseph L. Perkins	Jan 1995



U.S. Department
of Transportation
Federal Aviation
Administration

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

OPTIONAL FORM 89 (7-93)

FAX TRANSMITTAL

of pages ▶ 3

To	LYDIA LONES	From	RON SIMPSON
Dept./Agency		Phone #	FAA
Fax #	(907) 465-3766	Fax #	(907) 271-2851
NSN 7540-01-317-7368		5039-101 GENERAL SERVICES ADMINISTRATION	

April 30, 1997

The Honorable Jerry Ward, Chair
Senate Transportation Committee
Alaska State Senate
Juneau, Alaska 99801

Dear Senator Ward:

Testimony on Senate Bill No. 171

I would like to take this opportunity to express our concerns regarding the proposed Senate Bill No. 171, relating to the establishment of an Alaska Capital Improvement Project Authority. This Authority would be established to rank, prioritize and approve capital development projects, as well as provide stability and continuity in the capital development program when administration changes occur. However, from an FAA perspective, this proposed Senate Bill No. 171 has negative consequences that will jeopardize the ability of the State of Alaska to optimize federal airport capital development funds.

The Airport Improvement Program (AIP), administered by the Alaska Region Airports Division, comprises 100% of airport capital development funding in the State of Alaska. AIP funds are derived from the Airport and Airways Users Trust Fund, and are distributed nationally by FAA Headquarters. As far as we are aware, there is no State funded "stand alone" airport infrastructure development program in Alaska. AIP provides 93.75% of airport capital development funds, and 6.25% is provided by the airport sponsor (which is the State of Alaska for State owned and operated airports).

We are concerned that Senate Bill No. 171, will adversely impact the ability of the State of Alaska to compete for limited AIP funds. The AIP funding level, on a national basis, is shrinking from a high \$1.9 billion to \$1.0 billion projected for fiscal year 1998. AIP funding averages approximately \$60 million per year for the State of Alaska. These funds are distributed on a competitive basis, based on the selection of high priority projects. The State of Alaska competes with every other state on a national basis for its commensurate share of limited AIP funds. The airport system in Alaska is in an infancy state as compared to the mature airport system in the lower 48; hence, airport infrastructure development needs are paramount in Alaska as compared to other states.

We understand that the Authority, as proposed, will be approving a list of development projects by February 2 of each year, for construction over the next succeeding two fiscal years. This proposed process will not mesh with the AIP application process. ACIP's are required to be submitted to FAA Headquarters in the October time frame to compete for AIP funds for the succeeding construction seasons. Furthermore, to compete effectively on a national basis requires at least two to three years advanced planning to accomplish AIP programming requirements, such as attaining environmental permits and land acquisition, before a project can be approved for AIP funding. Legislative authorization is needed for the DOT&PF to perform the required preliminary engineering, design and bidding that must occur before an AIP grant can be issued. Any inability to timely submit ACIP's, or meet AIP programming requirements, will be perceived by FAA Headquarters as an indication that the State of Alaska may not really need AIP funding; thus jeopardizing future funding levels.

We believe that this Authority is being proposed to fix a problem that has already been recognized and corrected by DOT&PF; the backlog of capital development projects that were designed but never constructed. The DOT&PF formed the Airport Project Evaluation Board (APEB) two years ago to address this apparent problem with their project selection process. We have worked very closely with the DOT&PF to ensure that the new APEB project selection process results in the highest priority projects being selected. The record will verify that the backlog of unfinished projects developed prior to the establishment of the APEB. The APEB has corrected this problem, as well as improved the State of Alaska's ability to compete for limited AIP funds.

The APEB is comprised of the Statewide Planning Director, Statewide Aviation Director, three Regional Directors, and the Deputy Commissioner of Aviation which provides a statewide perspective incorporating the entire State's airport development needs and concerns. The APEB project selection ranking criteria considers factors such as safety, health and quality of life, economic benefits, community support, community maintenance and operation contribution, airport security and certification requirements, aviation and transportation alternatives, runway length and condition, aviation hazards, erosion and flooding problems, among others. This new project selection ranking criteria closely resembles the FAA's National Priority System for AIP project selection.

The establishment of the APEB has resulted in higher priority projects being forwarded by the State of Alaska to FAA Headquarters to compete for these limited federal funds. The APEB process effectively incorporates federal priorities with overall statewide needs to compile Airport Capital Improvement Plans (ACIP's) that are credible. The ACIP's are three to five year plans that provide a measure of stability and continuity to the State's airport capital

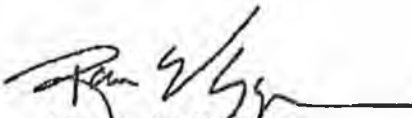
development program. The APEB process has enabled the State to acquire over \$45 million in discretionary funds over the last two years; additional funds that the State would not have otherwise received without selecting projects that are high priority and competitive on a national basis.

This new Authority, as proposed in Senate Bill No. 171, will be made up of public citizens that will serve with staggered terms. This causes us great concern as we have invested countless hours in educating the APEB on the FAA National Priority System to ensure that they have the expertise to select the highest priority projects to give the State of Alaska the best competitive edge for AIP funds. Re-educating this new Authority and building the necessary expertise is no small undertaking; and with staggered terms and rotating membership, this educational process will undoubtedly be ongoing, significantly impacting our resources and the State's ability to optimize AIP funds.

With all due respect, we encourage the Alaska State Legislature to enable the DOT &PF and FAA to continue to work cooperatively together incorporating the APEB process to pursue, capture and retain all of the airport infrastructure development funds we can to meet the aviation needs in Alaska. The establishment of an Authority will only add an additional layer of bureaucracy and jeopardize the ability of the State of Alaska to optimize federal airport capital development funds.

If there are any questions, or if I can clarify the AIP funding processes, please do not hesitate to call me at (907) 271-5438.

Sincerely,



Ronnie V. Simpson
Manager, Airports Division

cc: Senate Transportation Committee Members
Joseph Perkins, P.E., Commissioner DOT&PF

Alaska State Legislature

Mailing Address:
P.O. Box 55094
North Pole, Alaska 99705
Ph: (907) 488-0862
Fax: (907) 488-4271



MIKE MILLER
President of the Senate

While in Juneau
State Capitol
Juneau, Alaska
99801-1182
Ph: (907) 465-4976
Fax: (907) 465-3883

Senate District Q

SB 171 SPONSOR STATEMENT ALASKA CAPITAL IMPROVEMENT PLANNING AUTHORITY (ACIPA)

The purpose of Senate Bill 171 is to increase public involvement, stability and discipline in capital project planning for the State of Alaska.

Planning for Alaska's capital improvement projects is presently carried out by the Planning Division of the DOT/PF. Research and planning is carried out by three regional planning teams (Central, Northern and Southeast). The Regional Planning Teams coordinate with the local governments, including Anchorage Metropolitan Authority Transportation Systems (AMATS), and Fairbanks Metropolitan Authority Transportation System (FMATS), within their regions. They feed their regional plans into the Statewide Planning Team in headquarters, Juneau. HQ Juneau consolidates the local and regional plans into statewide plans. Statewide plans are required for internal management and to meet requirements for federal funding.

SB 171 comes into play most directly at the level of statewide prioritization and funding alternatives. It would not change the basic, regionalized planning process now in use. It will change the method by which projects are rated, prioritized and submitted to the Governor and Legislature.

Currently, DOT/PF sets up a Project Evaluation Board to prioritize projects. SB171 establishes an independent Authority, the Alaska Capital Improvement Project Authority (ACIPA), to perform the functions that lead to finalizing our capital spending priorities. The Authority, a seven member board, would represent modal concerns (air, land and sea) and be based on geographic considerations. It would have greater public participation and community sensitivity

by virtue of the diverse composition of its members. It would also have all the expertise available from DOT/PF's Planning Division and be more independent of political influence by virtue of the staggered tenure of its appointees.

Despite efforts by DOT/PF over the years to have the planning process include the public, capital project planning remains a dark science to most Alaskans. We don't know how or why Project A gets funded before Project B, and why Project C doesn't get funded at all. Part of the problem is these plans are arrived at by different methods. All are subject to political intrigues between the Governor and Legislature.

Planning is further hindered by a lack of continuity at the executive level. DOT/PF Commissioners have an average tenure under two years. The permanent professional planners get committed to the projects they work on and the people they work with.

The provisions in SB171 are intended to make the capital project planning process more comprehensive and stable in its role of building Alaska's infrastructure. The Authority will have a single purpose mission rather than be entangled with the multi-purposes of the Governor, Legislature and DOT/PF.

This bill also vests in the Authority the power to set tolls on toll facilities and to establish signing standards and speed limits for Capital Improvement Projects.

We have talented state employees involved in our planning process. But, when it comes to decision making about competing projects, we need to enlarge the circle of expertise to include members of the public. SB 71 provides a mechanism for project planning and approval. This bill will add continuity and stability to our capital budget process.



U.S. Department
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222 W. 7th Avenue #14
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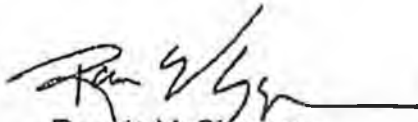
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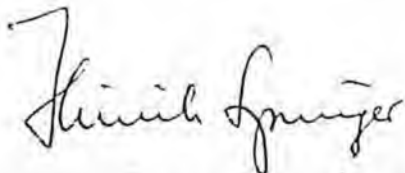
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The approach used by the Fish and Game Department could serve as a model (without the structure of advisory committees). The planning authority would consist of 7 members who would represent modal concerns and also based on geographic considerations. The members would serve staggered terms.

Two should represent "Land", two "Air", and two "Marine" and one "Buildings" interests.

At least one would be picked to represent one of the 3 DOT/PF "Regions", but not more than 3 from any. (or we could use "Judicial Districts if suitable"). They would serve staggered four (or five) year terms, appointed by the Governor, confirmed by the Legislature. If a member does not fulfill a designated term they can be replaced by another appointee for the rest of the term.

The members of the authority would elect their chairperson.

The personnel presently assigned to DOT/PF for State Wide Planning could be significantly reduced to two positions (for federal mandated functions like statistics) and considerable savings are the result.

The members of the authority would receive reimbursement for expenses, including travel and per diem, however, no salary. They would need minimal clerical support. The Regions would maintain their regional planning staff which would fulfill the present functions in relation to the headquarters Statewide Planning Group and the Regional Director.

Therefore the present "Div. Statewide Planning and Programming" would be controlled by the Authority and not the Commissioner.

Considerable savings could be achieved with the reduction of Statewide Planning positions.

The present "Alaska Transportation Planning Council" could be eliminated, as the Authority would include this function.

The "research" function should not be included as part of the Authorities task. It should be left as is, primarily with the University and the DOT/PF materials sections. Maintenance is part of the operating budget and should remain under the control of the Commissioner of DOT/PF.

DOT/PF COMMISSIONERS

YEARS

PUBLIC WORKS

Richard A. Downing	1959 - 66
George R. MacClanahan	1967 - 68
Harold D. Strandberg	1968 - 70
George W. Easley	1971 - 74
Buel "Tex" Taggart	Apr - Dec 1974

HIGHWAYS

Sam Johnson	Mar 1962
Donald A. McKinnon	1962 - 66
Warren C. Gonnason	1967 - 68
Cosby E. Steen	1968 - 69
Robert L. Beardsley	1969 - 71
Bruce A. Campbell	1971 - 74
Walter B. Parker	1974 - 76
H. D. Scougal	1976 - 77

DOT & PF

Donald P. Harris	1977 - 78
Robert W. Ward	1978 - 82
Daniel A. Casey	Feb - Nov 1983
Richard J. Knapp	1984 - 86
R. Rocky Gutierrez	Dec 1986 - Feb 1987
Mark S. Hickey	1987 - 90
Frank G. Turpin	1991 - 93
Bruce A. Campbell	1993 - 94
Michael A. Barton	Jul - Nov 1994
Joseph L. Perkins	Jan 1995

SB

192

**FISCAL NOTE
NOT YET AVAILABLE**

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. SB 192

Revision Date _____ Dept. Affected DOT/PF
 Title Maintenance of State Vessels BRU _____
 Component _____
 Sponsor Senator Robin Taylor
 Requester Senate Transportation Committee Component Serial No. _____

Expenditures/Revenues

(Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
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 EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES []						
-------------------------------	--	--	--	--	--	--

FUND SOURCE

(Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
1091 Designated Program Receipts						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

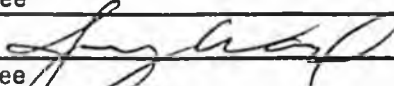
Estimate of any current year (FY97) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

See Attached.

Prepared by Lydia A. Jones, Senate Transportation Committee Aide
 Division Senate Transportation Committee
 Approved by Senator Jerry Ward, Chairman 
 Agency Senate Transportation Committee

Phone 465-6641
 Date 5/6/97
 Date 5/6/97

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A fiscal note was requested from the Department of Transportation in compliance with the five day rule. As of the date of the Transportation Committee meeting, the fiscal note had not been completed by the Department of Transportation.

In order to facilitate the continued progress of SB 192 through the legislative process, a zero fiscal note was prepared by the Senate Transportation Committee.

OVERHAUL - LAYUP

	FY97	FY96	FY95	FY94	FY93	FY92	FY91	FY90
KETCHIKAN SHIPYARD INC.								
AURORA	76,291	399,422	349,240			177,695	280,184	282,928
BARTLETT	24,600						213,242	170,612
COLUMBIA	173,999	303,221					487,916	
LECONTE *	371,139	230,405				242,348	302,821	
MALASPINA	364,085		517,343	495,969			355,083	
MATANUSKA		356,405				441,674	520,499	
TAKU*	518,005		566,965			214,781	363,738	
TUSTUMENA *	735,337							
SUBTOTAL KETCHIKAN SHIPYARD	2,263,456	1,289,453	1,433,548	495,969	0	1,076,498	2,523,483	453,540
OTHER SHIPYARDS IN ALASKA								
TUSTUMENA		7,604,758	200,050	3,579,186		761,060		
BARTLETT	149,942		253,380		228,300			
SUBTOTAL SEWARD SHIPYARD	149,942	7,604,758	453,430	3,579,186	228,300	761,060	0	0

* ONGOING CONTRACTS

Alaska State Legislature

Chairman,
Judiciary Committee

Member,
Resources Committee
Rules Committee
Committee on Committees



State Capitol
Juneau, Alaska 99801-1182
(907) 465-3873
Fax (907) 465-3922

552 Front Street
Ketchikan, Alaska 99901
(907) 225-8088
Fax (907) 225-0715

Senator Robin L. Taylor
Senate Majority Leader

SPONSOR STATEMENT

SENATE BILL 192

Senate Bill 192 was introduced as back up for SB 21, the Marine Highway Authority legislation.

AS 36.90.050, the statutory requirement that state-owned vessels be maintained and repaired in Alaska, will sunset on August 30, 1997.

Provisions that eliminate this sunset clause are included in Senate Bill 21. The legislation before you addresses only the issues from SB 21 that relate to in state maintenance.

SB 192 contains the exact same language adopted by the Senate Transportation Committee and later amended in Senate State Affairs that became sections 21 and 22 of the Marine Highway Authority bill.

Passage of SB 192 will ensure that state-owned vessels will continue to be maintained in Alaska facilities.

District A:

Hyder • Ketchikan • Kupreanof • Meyers Chuck • Petersburg • Saxman • Sitka • Wrangell

A M E N D M E N T

OFFERED IN THE SENATE

TO: CSSB 21(TRA)

1 Page 16, lines 12 - 16:

2 Delete "In this subsection, "commissioner of the department that operates the marine
3 vessel" includes the president of the University of Alaska with regard to a vessel operated by
4 the university and the chief executive officer of the Alaska Marine Highway Authority
5 with regard to a vessel operated by the Alaska Marine Highway Authority."

6 Insert "A detailed list of the costs and factors considered in calculating the
7 interport differential must be provided to each person who expresses an interest in
8 submitting a bid to perform maintenance or repair work on a marine vessel owned by
9 the state. [IN THIS SUBSECTION, "COMMISSIONER OF THE DEPARTMENT THAT
10 OPERATES THE MARINE VESSEL" INCLUDES THE PRESIDENT OF THE
11 UNIVERSITY OF ALASKA WITH REGARD TO A VESSEL OPERATED BY THE
12 UNIVERSITY.]"

13 Page 16, line 18, through page 17, line 1:

→ Delete all material and insert:

15 "(c) The commissioner of a department that operates a marine vessel shall
16 adopt regulations establishing the criteria that the department shall use to determine
17 whether the cost of maintenance or repair work at a shipyard facility located in the
18 state is reasonable under (a) of this section. The commissioner shall designate by
19 regulation the designated base port for each vessel operated by the department. A
20 vessel's designated base port is the vessel's delivery and redelivery port. The Alaska
21 Marine Highway Authority shall adopt regulations establishing the criteria that the
22 authority shall use in calculating the interport differential under this section. The
23 criteria for calculating the interport differential must include costs incurred from the
24 time that the vessel leaves the vessel's designated base port to enter the shipyard

*adopted in S TRA
became SEC 22 SB 21*

1 facility until the time that the vessel returns to the designated base port from the
2 shipyard facility.

3 (d) In this section,

4 (1) "commissioner of the department that operates the marine vessel"
5 includes the president of the University of Alaska with regard to a vessel operated by
6 the university and the chief executive officer of the Alaska Marine Highway Authority
7 with regard to a vessel operated by the Alaska Marine Highway Authority;

8 (2) "interport differential" includes all costs related to the performance
9 of the maintenance or repair work of a marine vessel at a shipyard located outside of
10 the state, including travel costs incurred moving the vessel from its designated base
11 port to the shipyard outside of the state; additional fuel consumption; cost of
12 consumables including lubricants and other engine and deck stores; maintenance costs
13 incurred during running time; cost of crew transfers including airfare between Alaska
14 and the shipyard; wages in travel status; crew room and board; and other interport
15 costs identified by the Alaska Marine Highway Authority."

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* Sec. 20. AS 36.30.990(1) is amended to read:

(1) "agency"

(A) means a department, institution, board, commission, division, authority, public corporation, the Alaska Pioneers' Home, or other administrative unit of the executive branch of state government;

(B) does not include

(i) the University of Alaska;

(ii) the Alaska Railroad Corporation;

(iii) the Alaska Housing Finance Corporation;

(iv) a regional Native housing authority created under AS 18.55.996 or a regional electrical authority created under AS 18.57.020;

(v) the Alaska Marine Highway Authority [DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES], in regard to the repair, maintenance, and reconstruction of vessels, docking facilities, and passenger and vehicle transfer facilities of the Alaska marine highway system;

(vi) the Alaska Aerospace Development Corporation;

(vii) the Alaska State Pension Investment Board;

(viii) the Alaska Seafood Marketing Institute;

* Sec. 21. AS 36.90.050(a) is amended to read:

(a) Marine vessels owned by the state shall be maintained and repaired at a shipyard facility located in the state unless the commissioner of the department that operates the marine vessel determines in writing that there is no shipyard facility located in the state that is equipped or qualified to perform the particular maintenance or repair required, or, after taking into consideration the Alaska bidder preference set out in AS 36.30.170 and the interport differential, as determined by the Alaska Marine Highway Authority under this section [MARINE HIGHWAY SYSTEM], that the proposed cost of the maintenance or repair work is unreasonable. In making the determination, the commissioner shall consider, and document in writing, the direct and indirect benefits to the economy and labor force in the state that would

1 be derived by performing the vessel maintenance and repair at a facility in the
2 state. A detailed list of the costs and factors considered in calculating the
3 interport differential must be provided to each person who expresses an interest
4 in submitting a bid to perform maintenance or repair work on a marine vessel
5 owned by the state. [IN THIS SUBSECTION, "COMMISSIONER OF THE
6 DEPARTMENT THAT OPERATES THE MARINE VESSEL" INCLUDES THE
7 PRESIDENT OF THE UNIVERSITY OF ALASKA WITH REGARD TO A VESSEL
8 OPERATED BY THE UNIVERSITY.]

9 * Sec. 22. AS 36.90.050 is amended by adding new subsections to read:

10 (c) The commissioner of a department that operates a marine vessel shall adopt
11 regulations establishing the criteria that the department shall use to determine whether
12 the cost of maintenance or repair work at a shipyard facility located in the state is
13 reasonable under (a) of this section. The commissioner shall designate by regulation
14 the designated base port for each vessel operated by the department. A vessel's
15 designated base port is the vessel's delivery and redelivery port. The Alaska Marine
16 Highway Authority shall adopt regulations establishing the criteria that the authority
17 shall use in calculating the interport differential under this section. The criteria for
18 calculating the interport differential must include costs incurred from the time that the
19 vessel leaves the vessel's designated base port to enter the shipyard facility until the
20 time that the vessel returns to the designated base port from the shipyard facility.

21 (d) In this section,

22 (1) "commissioner of the department that operates the marine vessel"
23 includes the president of the University of Alaska with regard to a vessel operated by
24 the university and the chief executive officer of the Alaska Marine Highway Authority
25 with regard to a vessel operated by the Alaska Marine Highway Authority;

26 (2) "interport differential" includes all costs related to the performance
27 of the maintenance or repair work of a marine vessel at a shipyard located outside of
28 the state, including travel costs incurred moving the vessel from its designated base
29 port to the shipyard outside of the state; additional fuel consumption; cost of
30 consumables including lubricants and other engine and deck stores; maintenance costs
31 incurred during running time; cost of crew transfers including airfare between Alaska

1 and the shipyard; wages in travel status; crew room and board; and other interport
2 costs identified by the Alaska Marine Highway Authority.

3 * Sec. 23. AS 37.05.550 is amended to read:

4 Sec. 37.05.550. Alaska Marine Highway Authority [MARINE HIGHWAY
5 SYSTEM] vessel replacement fund. (a) There is in the general fund the Alaska
6 Marine Highway Authority [MARINE HIGHWAY SYSTEM] vessel replacement
7 fund. The fund consists of money appropriated to it by the legislature. Money
8 appropriated to the fund does not lapse. The Department of Revenue shall manage the
9 fund. Interest received on money in the fund shall be accounted for separately and may
10 be appropriated into the fund annually. The legislature may appropriate money from
11 the fund for refurbishment of existing state ferry vessels, acquisition of additional state
12 ferry vessels, or replacement of retired or outmoded state ferry vessels.

13 (b) The legislature may appropriate to the fund money received by the state
14 as Alaska Marine Highway Authority [MARINE HIGHWAY SYSTEM] program
15 receipts or from a settlement or final judicial determination of the Dinkum Sands case
16 (United States v. Alaska) [AND THE NORTH SLOPE ROYALTY CASE (STATE V.
17 AMERADA HESS, ET AL.)) and not deposited into the Alaska permanent fund under
18 AS 37.13.010(a)(1) or (2) or into the public school trust fund under AS 37.14.150.

19 (c) The Department of Revenue shall prepare a written report, no later than the
20 10th legislative day of each regular legislative session, regarding the earnings of the
21 Alaska Marine Highway Authority [MARINE HIGHWAY SYSTEM] vessel
22 replacement fund during the prior fiscal year and projected earnings of the Alaska
23 Marine Highway Authority [MARINE HIGHWAY SYSTEM] vessel replacement
24 fund for the current fiscal year and the next fiscal year. The Department of Revenue
25 shall notify the legislature that the report is available.

26 * Sec. 24. AS 39.20.310(8) is amended to read:

27 (8) persons employed by the Alaska Marine Highway Authority
28 [DIVISION OF MARINE TRANSPORTATION] as masters and members of the crews
29 operating the state ferry system who are covered by collective bargaining agreements
30 as provided in AS 23.40.040, except as expressly provided by law;

31 * Sec. 25. AS 39.25.110(11) is amended to read:

ORIGINAL 1986 LAW

Chapter 57

AN ACT

Relating to the maintenance of marine vessels of the state;
and providing for an expiration of the Act.

Section 1. AS 36.20 is amended by adding a new section to read:

Sec. 36.20.020. MAINTENANCE OF STATE MARINE VESSELS. (a) A marine vessel owned by the state may not be transported outside of the state for the purpose of maintenance or repair unless the commissioner of transportation and public facilities determines that there is no facility in the state able to perform the maintenance at a price that is in the state's best interests. In making this determination, the commissioner shall consider, and document through written findings

(1) the amount of money the state has granted to, or otherwise invested in, marine vessel maintenance facilities in the state;

(2) the amortization, overhead, and start-up costs of the facilities in the state; and

(3) the direct and indirect benefits to the economy and labor force of the state that may be obtained by contracting with a facility in the state.

(b) AS 37.05.230 and the competitive bidding provisions of any other law do not apply to a contract for the maintenance or repair of a marine vessel owned by the state if the contract is awarded to a facility in the state.

Sec. 2. The provisions of this Act expire six years after the date it

LAW AS AMENDED IN 1992

Chapter 94

1 repair, maintenance, and reconstruction of vessels, docking facilities, and passenger and vehicle
2 transfer facilities of the Alaska marine highway system. The regulations must be based on
3 principles of competitive procurement consistent with this chapter to satisfy the operational
4 requirements of the Alaska marine highway system as determined by the Department of
5 Transportation and Public Facilities.

6 • Sec. 3. AS 36.30.990(1) is amended to read:

7 (1) "agency"

8 (A) means a department, institution, board, commission, division, authority, public corporation, the Alaska Pioneers' Home, or other administrative unit of
9 the executive branch of state government;

10 (B) does not include

11 (i) the University of Alaska;

12 (ii) the Alaska State Housing Authority;

13 (iii) the Alaska Railroad Corporation;

14 (iv) the Alaska Housing Finance Corporation;

15 (v) a regional Native housing authority created under
16 AS 18.55.996, or a regional electrical authority created under AS 18.57.020;

17 (vi) the Department of Transportation and Public Facilities, in
18 regard to the repair, maintenance, and reconstruction of vessels, docking
19 facilities, and passenger and vehicle transfer facilities of the Alaska marine
20 highway system;

21 (vii) the Alaska Aerospace Development Corporation;

22 • Sec. 4. AS 36.90.050 is repealed and reenacted to read:

23 Sec. 36.90.050. MAINTENANCE OF STATE MARINE VESSELS. (a) Marine
24 vessels owned by the state shall be maintained and repaired at a shipyard facility located
25 in the state unless the commissioner of the department that operates the marine vessel
26 determines in writing that there is no shipyard facility located in the state that is equipped
27 or qualified to perform the particular maintenance or repair required, or, after taking into
28 consideration the Alaska bidder preference set out in AS 36.30.170 and the interport
29 differential, as determined by the Alaska marine highway system, that the proposed cost
30 of the maintenance or repair work is unreasonable. In this subsection, "commissioner of
31

Chapter 94

1 the department that operates the marine vessel" includes the president of the University
2 of Alaska with regard to a vessel operated by the university.

3 (b) The competitive bid provisions of AS 36.30 do not apply to a contract for the
4 maintenance or repair of a marine vessel owned by the state if the contract is awarded to
5 a shipyard facility in the state.

6 * Sec. 5. AS 36.90.050 is repealed August 30, 1997.

7 * Sec. 6. Secuon 2, ch. 57, SLA 1986, is repealed.

8 * Sec. 7. This Act takes effect immediately under AS 01.10.070(c).

SB

211

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. SB 211

Revision Date _____	Dept. Affected <u>DOT&PF</u>
Title <u>Renaming the Gravina Veterans' Memorial Bridge</u>	BRU <u>Office of the Commissioner</u>
<u>as the Ralph M. Bartholomew Veterans' Memorial Bridge</u>	Component <u>Commissioner's Office</u>
Sponsor <u>Taylor</u>	
Requester <u>Senate Transportation</u>	Component Serial No. <u>530</u>

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
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 EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY98) cost: 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

ANALYSIS: (Attach a separate page if necessary)

Prepared by Dennis Poshard
 Division Office of the Commissioner
 Approved by: *Joseph L. Peltier*, Commissioner
 Agency Department of Transportation and Public Facilities

Phone 465-3904
 Date 1/27/98
 Date 1/27/98

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352 Front Street
Ketchikan, Alaska 99901
(907) 225-8088
Fax: (907) 225-0713

Senator Robin L. Taylor
Senate Majority Leader

SPONSOR STATEMENT

SENATE BILL 211

In 1989, as Senate Bill 37 was moving through the Alaska State House of Representatives, an amendment was added designating the bridge to be built across the Tongass Narrows at Ketchikan as the Gravina Veterans' Memorial Bridge.

This amendment was offered at the suggestion of Ralph M. Bartholomew, a life-long resident of Ketchikan, a noted civic leader and a veteran of World War II. Ralph was also the leading proponent of the construction of a bridge connecting Ketchikan with its airport.

Ralph Bartholomew passed away last fall at age 74, without seeing his dream of a bridge become reality. It is only appropriate that the bridge be named for its greatest supporter and become known as the Ralph M. Bartholomew Veterans' Memorial Bridge.

Ralph was born in Ketchikan in 1923 and graduated from Ketchikan High School in 1941. That fall his studies at the University of Texas were interrupted by the Japanese attack on Pearl Harbor. He tried to enlist in the Army Air Corps, but needed parental consent. He returned to Ketchikan to enlist and spent nearly three of the next four years in the Aleutians.

District A:

Hyder • Ketchikan • Kupreanof • Meyers Chuck • Petersburg • Saxman • Sitka • Wrangell

Sponsor Statement SB 211

Page Two

In 1946 he joined his father in the family business and remained with Ireland Transfer until its sale in 1996. He was elected chief of the Ketchikan Volunteer Fire Department in 1958 and served for six years. It was during that period that disastrous arson fires plagued downtown Ketchikan, changing the face of the community. Working with city police and the State Fire Marshall, Bartholomew was able to bring the fire bug to justice in 1961.

Ralph served on the school board and planning commission and then on the Ketchikan Gateway Borough Assembly. He was elected Borough mayor in 1990.

Ralph Bartholomew served in almost every volunteer organization in his community and as president of the Eleventh Air Force Association.

For more than the last decade he championed the construction of a bridge to Gravina Island, linking the community with its airport. His advocacy inspired many in his community and the bridge project comes closer to reality with time. When it is completed, the span should serve as the legacy of a true community leader and be named in his honor and the honor of all veterans.

ALASKA TRUCKING ASSOCIATION, INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

January 21, 1998

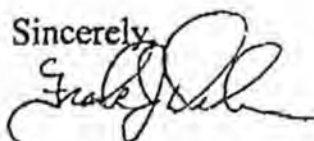
Senate Transportation Committee

Dear Senator Ward, Chairman, and Committee Members,

The Alaska Trucking Association is wholeheartedly in support of S.B. 211. Given Mister Bartholomew's long time advocacy for a bridge across the Tongass Narrows, it seems appropriate to honor him by naming the bridge in his honor. We only wish Ralph could have lived long enough to see the project completed.

Thank you for your attention and please support S.B. 211.

Sincerely,



Frank J. Dillon
Executive Vice President





Sec. 35.40.050. Gravina Veterans' Memorial Bridge. The bridge to be built across Tongass Narrows to Gravina Island shall be named the Gravina Veterans' Memorial Bridge. (§ 1 ch 56 SLA 1989)

Sec. 35.40.055. Clint Starnes Memorial Bridge. The bridge over the Swanson River in the Captain Cook Park area is named the Clint Starnes Memorial Bridge. (§ 1 ch 56 SLA 1989)

Sec. 35.40.060. Charles E. Carney Memorial Bridge. The bridge over the Little Susitna River on North Shushana Drive in the Matanuska-Susitna Borough is named the Charles E. Carney Memorial Bridge. (§ 1 ch 56 SLA 1989)

Sec. 35.40.065. Chief Eddie Hoffman Road. The Bethel Airport road is named the Chief Eddie Hoffman Road. (§ 2 ch 86 SLA 1989)

Revisor's notes. — Enacted as AS 35.40.035. Re-connection with the enactment of this section, see § 1, numbered in 1989. ch. 86, SLA 1989 in the Temporary and Special Acts.

Cross references. — For legislative findings in

Sec. 35.40.070. Bob Blodgett Nome-Teller Highway. The road connecting Nome and Teller is named the Bob Blodgett Nome-Teller Highway. (§ 1 ch 8 SLA 1991)

Sec. 35.40.075. Ina Johnston Bridge. Bridge number 1192 on Edgerton Park Road over the Little Susitna River is named Ina Johnston Bridge. (§ 1 ch 8 SLA 1991)

Sec. 35.40.080. Briggs Bridge. Bridge number 1739 on Eagle River Loop Road over the Eagle River is named the Briggs Bridge. (§ 1 ch 124 SLA 1992)

Sec. 35.40.085. Black veterans recognition bridge. Bridge number 503 on the Alaska Highway over the Gerstle River at milepost 1392 is named Black Veterans Recognition Bridge. (§ 2 ch 42 SLA 1993)

Cross references. — For statement of legislative purpose in enacting this section, see § 1, ch. 42, SLA 1993 in the Temporary and Special Acts. **Effective dates.** — Section 2, ch. 42, SLA 1993, which enacted this section, took effect on August 30, 1993.

Sec. 35.40.090. Manvil H. Olson Bridge. Bridge number 1030 off Schrock Road over the Little Susitna River is named the Manvil H. Olson Bridge. (§ 1 ch 19 SLA 1994)

Effective dates. — Section 1, ch. 19, SLA 1994, which enacted this section, took effect on August 3, 1994.

Chapter 95. General Provisions.

Section
 10. Purpose and intent
 100. Definitions

Sec. 35.95.010. Purpose and intent. The purpose of AS 35.05, AS 35.10, AS 35.15, and AS 35.20 is to establish a public works department capable of carrying out a public works planning and construction program that will provide public buildings necessary to efficient government, and boat harbors, jetties, dikes and breakwaters necessary to the economy of Alaska communities, all of which is to the advantage and benefit of the general welfare of the public. (§ 2 art I title I ch 152 SLA 1957; am § 32 ch 71 SLA 1972)

SB

247

Jerry Systems

City of Skagway
P.O. Box 415
Skagway, AK 99840
(907)983-2297 Phone
(907)983-2151 Fax

February 4, 1998

Senator Jerry Mackie
State Capitol, Room 427
Juneau, AK 99801-1182

Dear Senator Mackie,

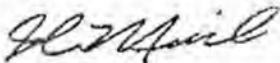
As you know, the City of Skagway is greatly interested in the prospect of operating the Malaspina as a day boat in the Lynn Canal. We see this as an opportunity to address a capacity bottleneck at this end of the system, provide consistent and convenient service to this highly utilized system component, and to free up other AMHS vessels for increased service to other southward ports.

We are also aware of the budgetary challenges facing the State as you consider the implementation of this service. To this end we have secured a commitment from our private dock owner, the White Pass Corporation, for free winter berthing of the Malaspina during lay-up. I am also willing to go to the City Council for additional incentives in utility services if necessary to make the retention of the Malaspina more economically viable.

We feel very strongly that the provision of dayboat service, using the Malaspina, is of sufficient impact to the City and the region that we make this offer in an attempt to overcome at least a portion of the fiscal impediments you face. I have spoken with Mr. Doll at AMHS about our offer, and am willing to speak with any legislative or administrative body to move this idea forward. Please let me know what else I can do to assist you in your efforts to secure the funding for this dayboat operation. You can contact me at 983-2250, or Bob Ward, our City Manager, at 983-2297.

I hope this gives you some ammunition as you enter into this battle.

Sincerely,



John Mielke
Mayor

cc: Governor Knowles
Representative Kookesh
Senate Transportation Committee
House Transportation Committee
Commissioner Perkins - DOTPF
Bob Doll, Alaska Marine Highway System

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

TEXT: (907) 465-3652

FAX: (907) 586-8365

PHONE: (907) 465-3900

January 21, 1998

Senator Jerry Ward
State Capitol
Juneau, AK 99801

Dear Senator Ward:

I respectfully request that you schedule Senate Bill 247, an act making appropriations for the M/V Malaspina, for a hearing in the House Transportation Committee. It is imperative for the assurance of travelers and the success of the of the vessel that this bill be acted upon as soon as possible.

If you have any questions or need additional information, please contact my special assistant, Dennis Poshard.

Thank you in advance for your cooperation.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner

cc: Legislative Office

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

TEXT: (907) 465-3652
FAX: (907) 586-8365

PHONE: (907) 465-3900

January 22, 1998

The Honorable Jerry Ward
Alaska State Legislature
State Capitol, Room 423
Juneau AK 99801

Dear Senator Ward:

I respectfully request that you schedule Senate Bill 247, an act making appropriations for the M/V Malaspina, for a hearing in the Senate Transportation Committee. It is imperative for the assurance of travelers and the success of the vessel that this bill be acted upon as soon as possible.

If you have any questions or need additional information, please contact me or have your staff contact my special assistant, Dennis Poshard.

Thank you in advance for your cooperation.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner

cc: Legislative Office

SB

251

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. SB 251

Revision Date _____	Dept. Affected <u>DOT&PF</u>
Title <u>Act naming Herman Leirer Road near Seward</u>	BRU <u>Office of the Commissioner</u>
	Component <u>Commissioner's Office</u>
Sponsor <u>Torgerson</u>	
Requester <u>Senate Transportation</u>	Component Serial No. <u>530</u>

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
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 EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY98) cost: 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

ANAL /SIS: (Attach a separate page if necessary)

Prepared by Dennis Poshard
 Division Office of the Commissioner
 Approved by: *Joseph L. Peltier*, Commissioner
 Agency Department of Transportation and Public Facilities

Phone 465-3904
 Date 1/27/98
 Date 1/27/98

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Committee Membership

Senate Finance
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Senate Rules
Legislative Budget & Audit



Senator John Torgerson

District Address:
145 Main St. Loop; Ste. 226
Kenai, AK 99611
(907) 283-2690
fax 283-9267

Session Address:
State Capitol; Room 514
Juneau, AK 99801-1182
(907) 465-2828
fax 465-4779

SB 251 - Herman Leirer Road Sponsor Statement

Senate Bill 251 renames the Exit Glacier Road near Seward the "Herman Leirer Road".

The Exit Glacier Road is the only vehicle access route to the Exit Glacier, a formation of the Harding Icefield near Seward, Alaska. Since the improvement to the road, that glacier has become a popular tourism destination on the Kenai Peninsula, helping the economy of the area.

Herman Leirer was a solid supporter of opening up that road for the benefit of the public and tourist alike. He was instrumental in promoting and developing the road after the earthquake and continued to support and encourage further road improvement. A major portion of that road is now part of the Kenai Fjord's Park.

Mr. Leirer moved to Seward in 1924, where he resided until his death this past fall. He is remembered in the Seward area for his countless time and energy to numerous projects to make Seward a better community. As a principal supporter of opening up this transportation route, renaming it on his behalf is an appropriate measure.

SS SB 251: S(TRA): 1/26/98: mj

Alaska State Legislature



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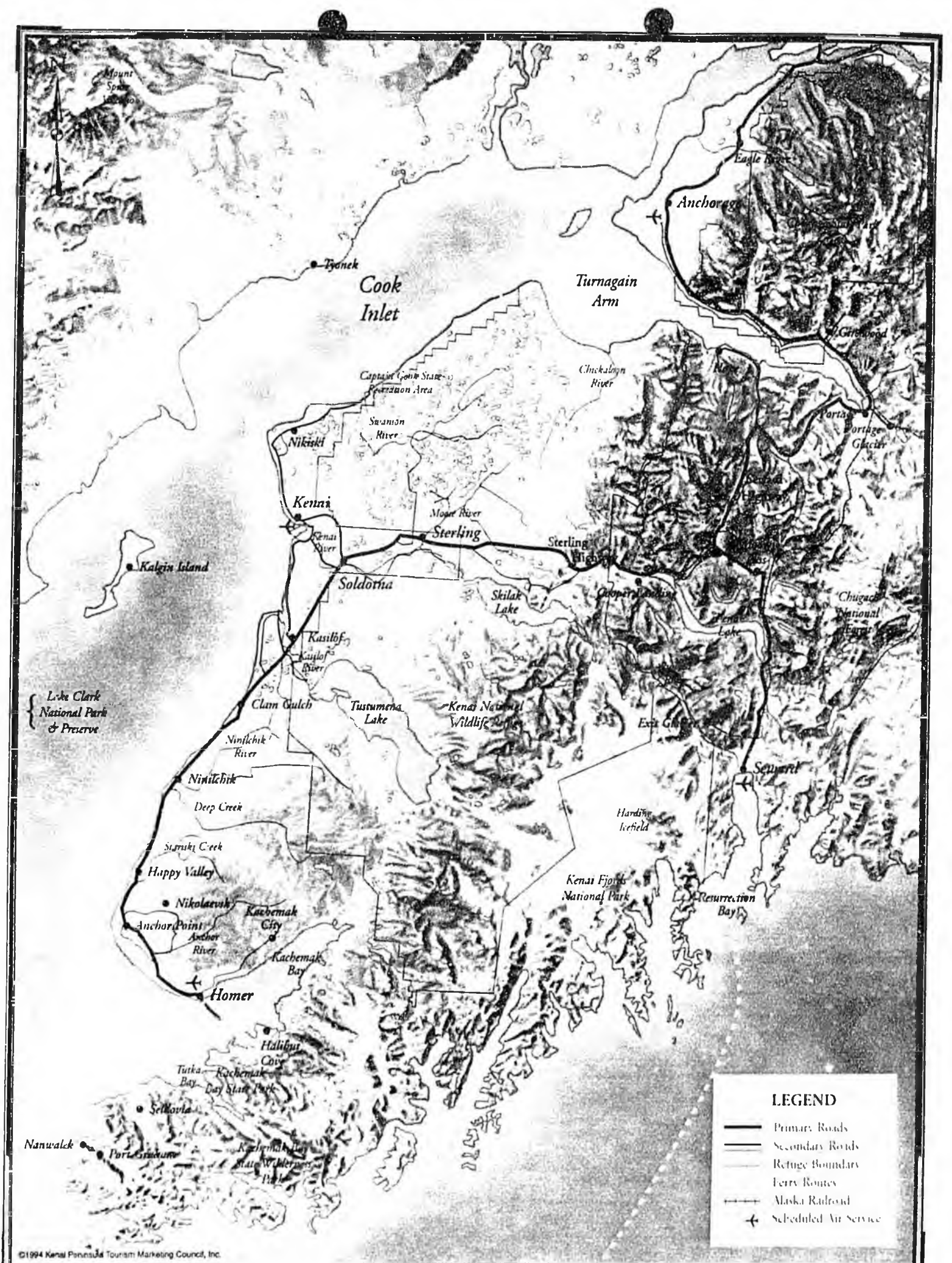
Senator John Torgerson

SB 251 - Herman Leirer Road Sectional Analysis

Section 1: Adds a new section to AS 35.40 which renames the Exit Glacier Road off the Seward Highway the Herman Leirer Road.

SA SB 251: S(TRA): 1/26/98: mj

Representing the Kenai Peninsula



LEGEND

-  Primary Roads
-  Secondary Roads
-  Refuge Boundaries
-  Ferry Routes
-  Alaska Railroad
-  Scheduled Air Service