

ALASKA LEGISLATURE COMMITTEE FILES 1999-2000 8672

9779 HOUSE COMMUNITY & REGIONAL AFFAIRS

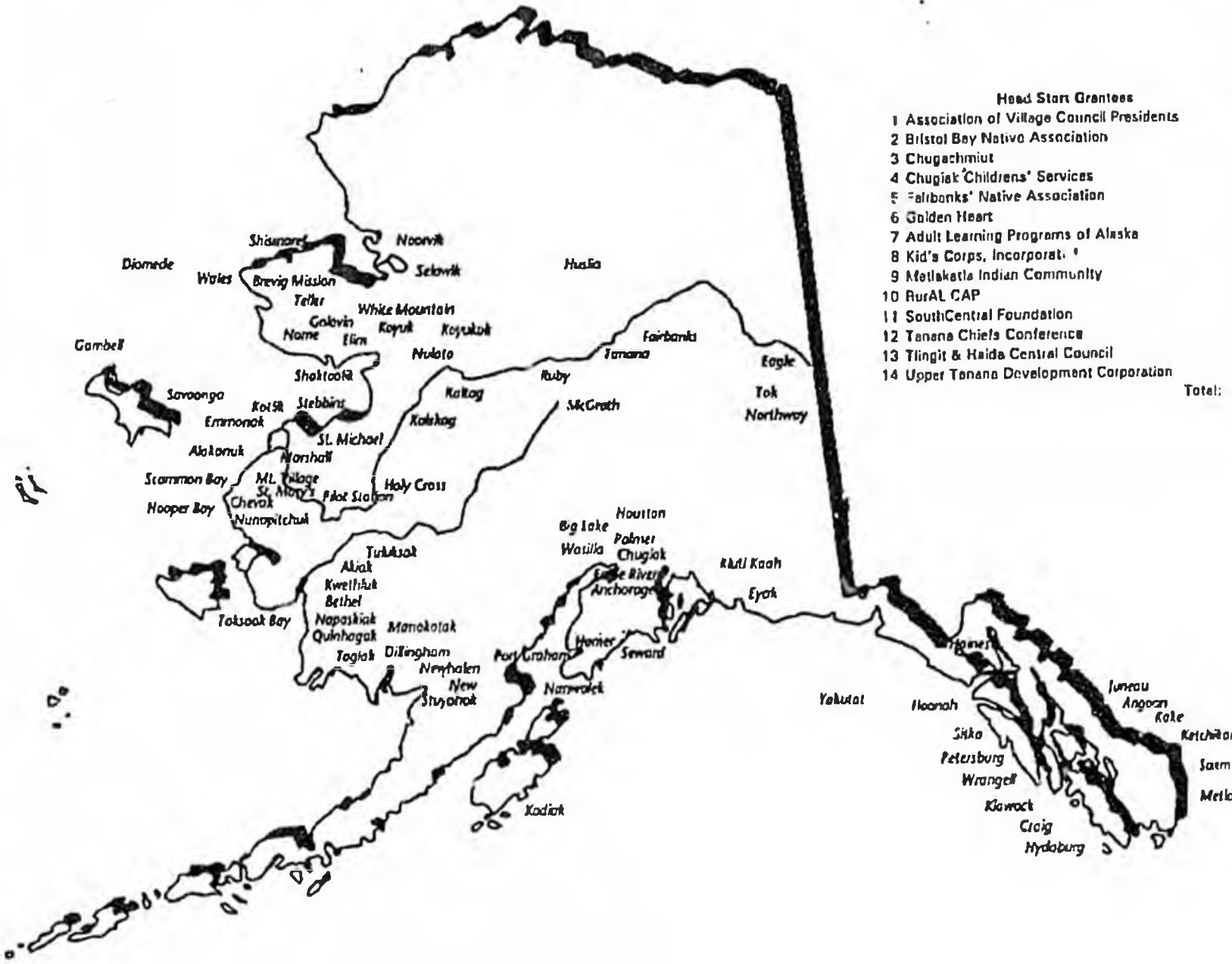
# Alaska Head Start Programs FY 98

P. 03

FAX NO. 907+269+4635

AK DIV COMM RURAL DEV

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Head Start Grantees	Federal & State Funding
1 Association of Village Council Presidents	\$1,541,103.00
2 Bristol Bay Native Association	\$863,335.00
3 Chugachmiut	\$247,207.00
4 Chugiak Childrens' Services	\$1,935,997.00
5 Fairbanks' Native Association	\$1,317,487.00
6 Golden Heart	\$1,007,091.00
7 Adult Learning Programs of Alaska	\$1,600,630.00
8 Kid's Corps, Incorporated	\$1,902,492.00
9 Metlakatla Indian Community	\$302,384.00
10 Rural CAP	\$5,514,144.00
11 SouthCentral Foundation	\$962,798.00
12 Tanana Chiefs Conference	\$1,231,234.00
13 Tlingit & Haida Central Council	\$2,230,836.00
14 Upper Tanana Development Corporation	\$437,007.00
<b>Total:</b>	<b>\$21,093,645.00</b>

# Head Start Program Grantees

## Kawerak

Brevig Mission  
Diomedea  
Ellm  
Gambell

Colovin  
Koyuk  
Nome

Shismaref  
St. Michael  
Shatoolik  
Teller  
Wales  
White Mountain

## Rural CAP

Alakanuk  
Chevak

Emmonak  
haines  
Homer

Hooper Bay  
Hydaburg

Kake  
Ketchikan  
Kluti Kaah  
kodiak  
Kewthluk  
Marshall  
Mt. Village  
Napaskiak

Noorvik  
Savoonga  
Selawik

Seward  
Stebbins  
Toksook Bay

Rural CAP/EHS  
Akiak  
Nunapitchuk

Pilot Station  
St. Mary's

## Chugachmiut

Nanwalek  
Port Graham  
Eyak

## Tanana Chiefs

Holy Cross  
Huslia

Kaltag  
Koyukuk  
McGrath  
Nulato  
Ruby  
Tanana

## Chugiak Children's Services

Big Lake  
Chugiak

Eagle River  
Houston  
Palmer

Wasilla

## Assoc. of Village Council Presidents

Akiachak  
Bethel  
Kalskag  
Kasiqluk  
Kotlik  
Pilot Station  
Quinhagak

Scammon Bay  
Tuluksak

## Tlingit & Haida Central Council

Angoon  
Craig

Hoonah  
Juneau  
Klawock

Petersburg  
Saxman  
Sitka

## Upper Tanana Development Corporation

Eagle  
Northway  
Tok

## Metlakatla Indian Community

Metlakatla

## Bristol Bay Native Association

Dillingham  
Manokotak  
Newhalen  
New Sruyahok  
Togiak

## Southcentral Foundation

Anchorage

## Adult Learning Programs of Alaska

Fairbanks

## Fairbanks Native Association

Fairbanks Center Based  
Fairbanks Early Head Start

## New Grantees for FY 99

### Aleutian/Pribilof Islands Association

King Cove  
Sand Point  
StGeorge  
St Paul  
Unalaska

### Native Village of Tyonek

Tyonek

### Kenaitze Indian Tribe IRA

Kenai  
Soldotna

# Head Start Program FY 92 thru 98

	1992	1993	1994	1995	1996	1997	1998	TOTAL
Diagnosed Handcapped	263	300	376	404	397	405	440	2,535
Previous ILP		71	79	95	123	125	129	622
Soc Svs Referred by HS	2,154	1,256	1,508	1,613	2,080	1,969	1,824	12,404
Soc Svs Referred to HS	135	240	297	162	455	663	407	2,359
Medicaid Eligible		1,684	1,870	1,797	1,987	1,818	1,710	10,866
Medicaid Enrolled		1,291	1,619	1,771	1,784	1,757	1,690	9,912
Children w/private ins		207	295	313	459	221	271	1,766
Children uninsured		257	216	349	295	249	493	1,859
Children unins dental		236	182	341	296	300	509	1,864
Completed Med Screen	1,613	1,870	1,864	2,100	2,394	2,116	2,078	14,039
Needing Med Follow-up	414	468	569	549	812	628	747	4,189
Screened Dental	1,498	1,903	1,945	2,179	2,366	2,140	2,021	14,056
CDA completed this year	15	10	19	17	39	33	35	168
HS Staff	380	469	532	575	592	593	615	
Bilingual Staff	161	185	220	219	258	224	220	
Communities HS serves	68	9	88	88	92	94	94	
HS Groups	121	154	164	174	195	180	192	1,180
Volunteer Hours		66,487	73,759	69,360	85,145	94,118	96,763	485,632
Age @ Enrollment: Prenatal		23	12	12	14	27	15	103
0-1		100	145	119	114	103	167	748
1-2		87	120	138	117	143	165	768
2-3		163	224	465	395	320	491	2,058
3-4		1,012	1,231	1,440	1,238	1,400	1,345	7,666
4-5		1,262	1,290	1,085	1,337	1,183	1,033	7,190
Ethnicity: Native		1,879	2,081	2,106	2,161	2,177	2,157	12,561
Asian		40	56	76	63	88	83	406
Black		132	173	200	169	168	164	1,006
Hispanic		86	87	125	140	146	136	700
White		528	621	692	663	591	624	3,719
State \$	4,772,509	5,585,045	5,613,378	5,937,530	5,674,268	5,697,103	5,489,951	\$38,769,784
Federal \$	5,186,919	8,496,281	10,325,991	12,454,130	12,580,937	13,379,230	15,603,694	\$78,027,182
Community \$	1,767,556	2,241,876	2,565,979	2,815,473	3,210,660	3,546,717	4,249,339	\$20,397,600
Other	103,327	111,454	209,324	159,480	267,698	124,616	141,389	\$1,117,288
USDA \$	346,750	470,694	597,784	615,525	632,184	710,115	743,332	\$4,116,384
Total Investment	12,177,061	16,905,350	19,312,456	21,982,138	22,365,747	23,457,781	26,227,705	\$142,428,238
Federal Cost Per Child	2,875	3,629	3,761	3,821	3,897	4,611	4,828	\$3,780
Children State Funded	648	729	698	695	695	705	661	4,831
Children Federal Funded	1,248	1,709	1,939	2,041	2,103	2,128	2,207	13,375
Total Funded Child Slots	1,896	2,438	2,637	2,736	2,798	2,833	2,868	18,238

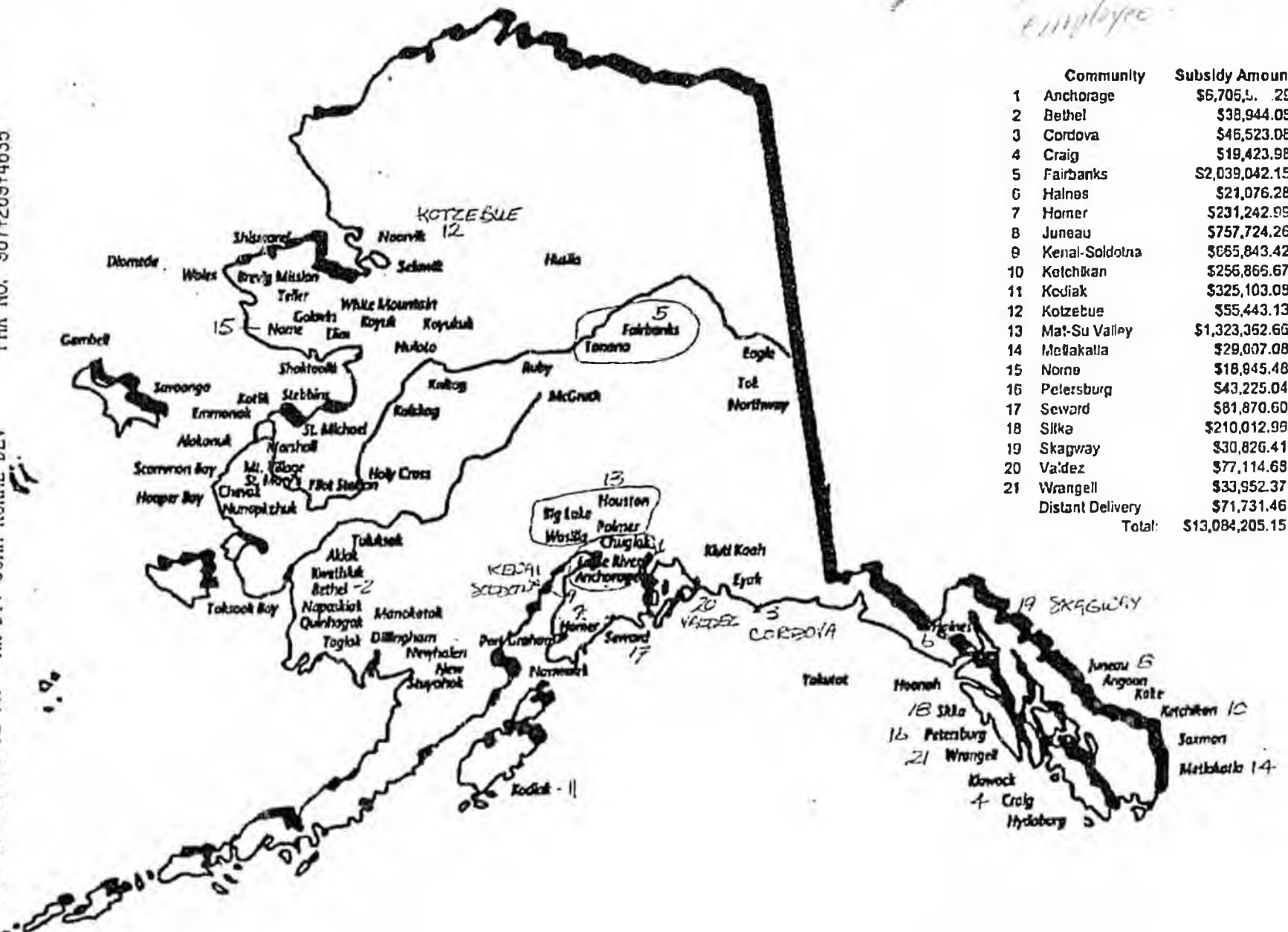
# Child Care Programs By Community

## FY 98

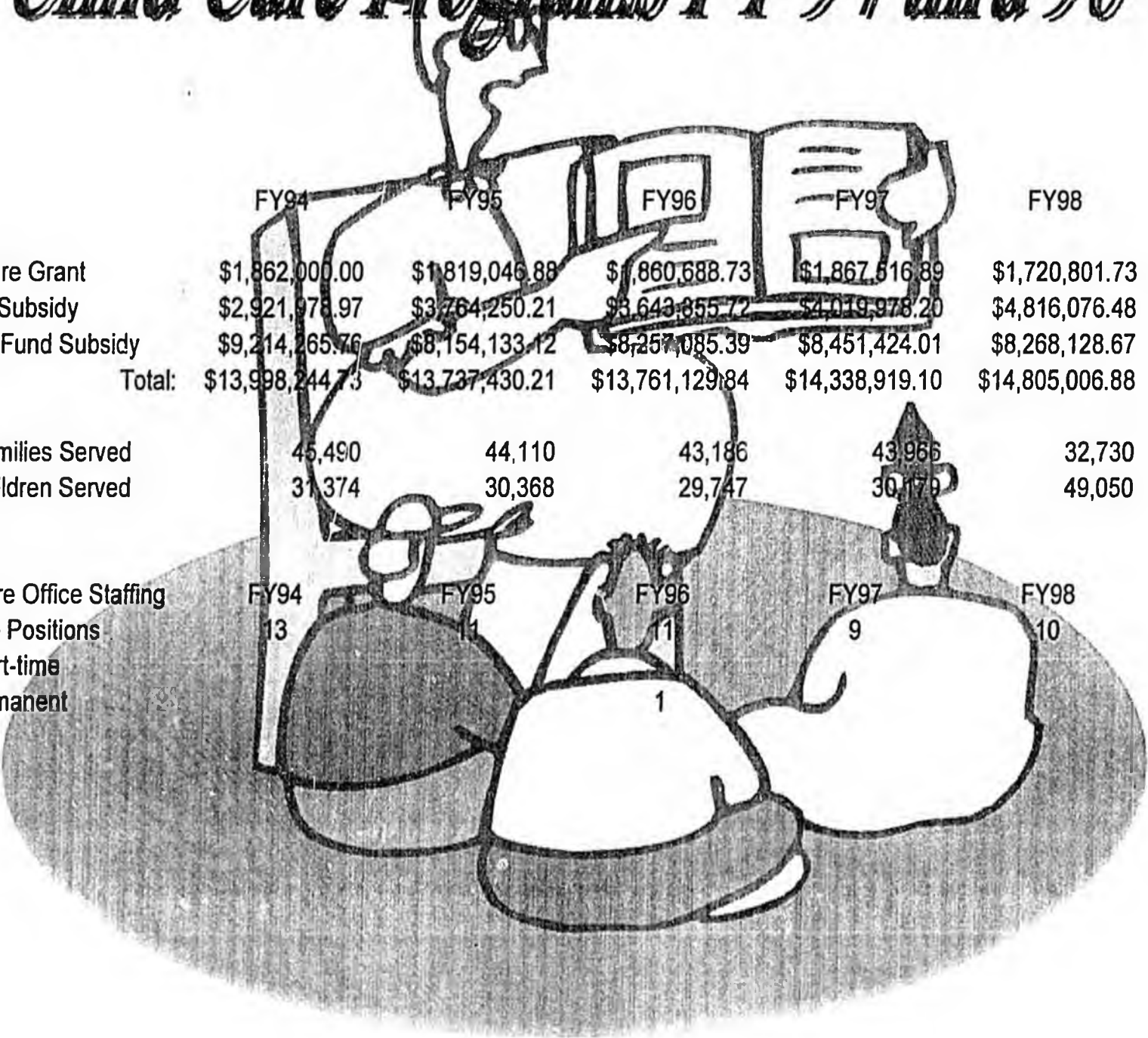
*Number with program  
Sector only has state  
employee*

Community	Subsidy Amount
1 Anchorage	\$6,705.29
2 Bethel	\$38,944.08
3 Cordova	\$46,523.08
4 Craig	\$19,423.98
5 Fairbanks	\$2,039,042.15
6 Haines	\$21,076.28
7 Homer	\$231,242.99
8 Juneau	\$757,724.26
9 Kenai-Soldotna	\$665,843.42
10 Ketchikan	\$256,866.67
11 Kodiak	\$325,103.08
12 Kotzebue	\$55,443.13
13 Mat-Su Valley	\$1,323,362.66
14 Metlakalla	\$29,007.08
15 Nome	\$18,945.48
16 Petersburg	\$43,225.04
17 Seward	\$81,870.60
18 Sitka	\$210,012.98
19 Skagway	\$30,826.41
20 Valdez	\$77,114.68
21 Wrangell	\$33,952.37
Distant Delivery	\$71,731.46
Total:	\$13,084,205.15

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# Child Care Programs FY 94 thru 98



	FY94	FY95	FY96	FY97	FY98
Child Care Grant	\$1,862,000.00	\$1,819,046.88	\$1,860,688.73	\$1,867,516.89	\$1,720,801.73
Federal Subsidy	\$2,921,978.97	\$3,764,250.21	\$3,643,855.72	\$4,019,978.20	\$4,816,076.48
General Fund Subsidy	\$9,214,265.76	\$8,154,133.12	\$8,257,085.39	\$8,451,424.01	\$8,268,128.67
<b>Total:</b>	<b>\$13,998,244.73</b>	<b>\$13,737,430.21</b>	<b>\$13,761,129.84</b>	<b>\$14,338,919.10</b>	<b>\$14,805,006.88</b>
Total Families Served	45,490	44,110	43,186	43,966	32,730
Total Children Served	31,374	30,368	29,747	30,179	49,050

Child Care Office Staffing	FY94	FY95	FY96	FY97	FY98	FY99
Full Time Positions	13	11	11	9	10	9
Perm Part-time						
Non-Permanent			1			1

# Job Training Programs



# Job Training Programs FY 96

FY 96		JTPA Adult Program		JTPA Yr Youth Program		Economic Dislocated Wkr		STEP	
<b>ASW</b>		964,033		474,281		830,566		1,331,515	
Balance of State		Total	Welfare	Total	Welfare	Total	Welfare	Total	Welfare
Participants		384	151	122	21	288	28	658	18
Terminees		234	91	93	15	155	14	512	12
Employed		133	44	42	5	103	7	246	3
<b>Success Ratio</b>		<b>56.8%</b>	<b>48.4%</b>	<b>45.2%</b>	<b>33.3%</b>	<b>66.5%</b>	<b>50.0%</b>	<b>48.0%</b>	<b>25.0%</b>
<b>Anc/Mat Su</b>		824,731		141,475		1,087,548		1,202,537	
Borough Area		Total	Welfare	Total	Welfare	Total	Welfare	Total	Welfare
Participants		358	169	68	30	280	13	468	26
Terminees		226	108	47	18	164	4	351	12
Employed		71	36	9	2	116	3	205	4
<b>Success Ratio</b>		<b>31.4%</b>	<b>33.3%</b>	<b>19.1%</b>	<b>11.1%</b>	<b>70.7%</b>	<b>75.0%</b>	<b>58.4%</b>	<b>33.3%</b>
<b>Fairbanks</b>		275,988		86,477		245,086		319,203	
Borough Area		Total	Welfare	Total	Welfare	Total	Welfare	Total	Welfare
Participants		106	73	78	43	89	10	112	17
Terminees		48	34	67	36	38	4	64	6
Employed		25	17	19	9	21	1	18	3
<b>Success Ratio</b>		<b>52.1%</b>	<b>50.0%</b>	<b>28.4%</b>	<b>25.0%</b>	<b>55.3%</b>	<b>25.0%</b>	<b>28.1%</b>	<b>50.0%</b>

# Job Training Programs FY 97

FY 97

ASW

Balance of State

	JTPA Adult Program		JTPA Yr Youth Program		Economic Dislocated Wkr		STEP	
	Total	Welfare	Total	Welfare	Total	Welfare	Total	Welfare
<b>Funding</b>		967,605		157,694		779,928		1,649,623
Participants	472	212	155	30	450	27	978	70
Termines	275	122	101	20	75	14	649	47
Employed	53	68	38	9	137	9	283	24
Success Ratio	55.6%	55.7%	37.6%	45.0%	77.8%	64.3%	43.6%	51.1%
<b>Anc/Mat Srv</b>								
<b>Borough Area</b>		741,883		115,747		893,538		2,287,340
Participants	217	208	90	38	211	26	581	51
Termines	189	89	42	16	93	10	417	28
Employed	61	34	18	6	69	8	331	22
Success Ratio	32.3%	38.2%	42.9%	40.0%	74.2%	80.0%	79.4%	78.6%
<b>Fairbanks</b>		267,637		41,402		229,485		370,037
Participants	120	69	33	18	106	16	216	29
Termines	52	30	16	10	51	3	133	14
Employed	3	9	8	5	39	5	44	0
Success Ratio	28.8%	30.0%	50.0%	50.0%	76.5%	70.4%	10.4%	0.0%

# Job Training Programs FY 98

FY 98

ASW

Balance of State

	JTPA Adult Program		JTPA Youth Program		Economic Dislocated Wkr		STEP	
Funding	Total	Welfare	Total	Welfare	Total	Welfare	Total	Welfare
		1,074,877		166,327		1,155,950		1,506,687
Participants	606	289	176	34	497	50	1072	76
Terminees	369	193	107	26	248	18	692	34
Employed	239	129	33	11	176	9	393	19
Success Ratio	64.8%	66.8%	30.1%	42.3%	71.0%	50.0%	56.8%	55.9%

Anc/Mat Su  
Borough Area

Funding	Total	Welfare	Total	Welfare	Total	Welfare	Total	Welfare
		820,962		121,646		1,302,285		1,273,666
Participants	541	254	116	38	181	22	640	122
Terminees	292	130	70	25	128	14	541	116
Employed	156	77	35	15	94	10	395	79
Success Ratio	53.4%	59.2%	50.0%	60.0%	76.4%	71.4%	73.0%	68.1%

Fairbanks  
Borough Area

Funding	Total	Welfare	Total	Welfare	Total	Welfare	Total	Welfare
		281,201		41,251		293,965		336,847
Participants	140	70	81	31	157	16	224	39
Terminees	37	23	8	10	68	6	122	23
Employed	16	9	4	2	50	3	10	2
Success Ratio	43.2%	39.1%	22.2%	20.0%	73.5%	50.0%	8.2%	8.7%

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## Component Summary - FY00 Operating Budget

Agency: Department of Community & Regional Affairs

Line	Budget Component	FY98 Act	FY99 CC	FY99 Auth	FY00 Adj	Gov	FY99 Auth to Gov	
<b>Administration and Support</b>								
1	Office of the Commissioner	688.5	529.4	530.8	530.8	530.8	0.0	0.0%
2	Administrative Services	1,687.4	1,758.8	1,767.7	1,767.7	1,925.4	157.7	8.9%
3	Data and Word Processing	633.0	736.2	738.2	738.2	798.2	60.0	8.1%
4	One Stop	1,526.7	3,000.0	3,000.0	3,000.0	3,000.0	0.0	0.0%
	* BRU Total	4,535.6	6,024.4	6,036.7	6,036.7	6,254.4	217.7	3.6%
<b>State Facilities Maintenance</b>								
5	State Facilities Maintenance				6.7	6.7	6.7	%
	* BRU Total	0.0	0.0	0.0	6.7	6.7	6.7	%
<b>Renters' Equivalency Rebate</b>								
6	Renters' Equivalency Rebate	300.0	300.0	300.0	300.0	300.0	0.0	0.0%
	* BRU Total	300.0	300.0	300.0	300.0	300.0	0.0	0.0%
<b>National Forest Receipts</b>								
7	National Forest Receipts	1,089.2	10,000.0	10,000.0	10,000.0	10,000.0	0.0	0.0%
	* BRU Total	1,089.2	10,000.0	10,000.0	10,000.0	10,000.0	0.0	0.0%
<b>Municipal Revenue Sharing</b>								
8	State Revenue Sharing	22,717.2	21,583.8	21,583.8	21,583.8	21,583.8	0.0	0.0%
9	Municipal Assistance	27,638.2	26,256.3	26,256.3	26,256.3	26,256.3	0.0	0.0%
	* BRU Total	50,355.4	47,840.1	47,840.1	47,840.1	47,840.1	0.0	0.0%
<b>Local Government Assistance</b>								
10	Training and Development	3,062.9	2,666.1	2,272.6	2,676.8	2,983.8	6,288.8	67.8%
11	State Assessor	148.8	149.3	150.2	150.2	150.2	0.0	0.0%
12	Local Boundary Commission	245.1	247.1	248.3	248.3	248.3	0.0	0.0%
13	Statewide Assistance	5,167.4	6,748.9	6,750.8	6,750.8	6,750.8	0.0	0.0%
14	National Petroleum Reserve Pgm		50.0	50.0	50.0	50.0	0.0	0.0%
	* BRU Total	8,564.2	9,861.4	9,471.9	9,876.1	10,183.1	6,288.8	38.2%
<b>Community and Economic Development</b>								
15	Community & Econ Develop	1,422.7	1,575.0	1,577.3	1,577.3	1,497.3	80.0	5.1%
	* BRU Total	1,422.7	1,575.0	1,577.3	1,577.3	1,497.3	80.0	5.1%

## Component Summary - FY00 Operating Budget

Agency: Department of Community & Regional Affairs

Page	Budget Component	FY98 Act	FY99 CC	FY99 Auth	FY00 Adj	Gov	FY99 Auth to Gov	
<b>Child Assistance</b>								
16	Child Care	3,865.2	3,552.3	3,555.1	3,633.5	4,623.5	1,068.4	30.1%
17	Day Care Assistance Programs	15,844.5	18,966.1	18,966.1	18,880.1	21,635.1	2,669.0	14.1%
18	Head Start Grants	5,912.0	5,928.4	5,929.2	5,936.8	6,651.8	722.6	12.2%
	* BRU Total	25,621.7	28,446.8	28,450.4	28,450.4	32,910.4	4,460.0	15.7%
<b>Employment Training/Rural Development</b>								
19	Job Training Partnership Act	7,229.3	15,872.7	15,875.4	14,361.4	14,361.4	-1,514.0	-9.5%
20	State Training and Employment	1,788.8	1,732.3	1,732.3	1,512.3	1,512.3	-220.0	-12.7%
21	Statewide Service Delivery	6,843.3	10,690.7	10,697.5	12,417.5	12,417.5	1,720.0	16.1%
22	Community Development Assist	1,785.9	2,988.3	2,989.5	3,003.5	3,003.5	14.0	0.5%
	* BRU Total	17,647.3	31,284.0	31,294.7	31,294.7	31,291.7	0.0	0.0%
<b>Rural Energy Program--Energy Operations</b>								
23	Energy Operations	2,033.6	2,305.4	2,310.8	2,310.8	2,444.0	133.2	5.8%
24	Power Cost Equalization	18,664.2	17,000.0	17,000.0	17,000.0	17,000.0	0.0	0.0%
	* BRU Total	20,697.8	19,305.4	19,310.8	19,310.8	19,444.0	133.2	0.7%
<b>Circuit Rider Program</b>								
25	Circuit Rider	42.4	300.0	300.0	300.0	300.0	0.0	0.0%
	* BRU Total	42.4	300.0	300.0	300.0	300.0	0.0	0.0%
	<b>*** Total Agency Expenditure</b>	<b>130,276.3</b>	<b>154,937.1</b>	<b>161,581.9</b>	<b>154,992.8</b>	<b>160,030.7</b>	<b>-1,551.2</b>	<b>-1.0%</b>
	Federal Funds	20,378.6	45,308.9	51,913.8	43,818.0	44,075.0	-7,838.8	-15.1%
	General Funds	76,795.8	69,983.3	69,997.6	65,997.0	66,167.0	3,830.6	5.8%
	Other Funds	33,101.9	39,644.9	39,670.5	45,887.8	49,788.7	10,118.2	25.1%

Component Summary - FY99 Operating Budget

**CBR/ILTF fund group Only**

Agency: Department of Community & Regional Affairs

Budget Component	FY98 Act	FY99 CC	FY99 Est	FY00 Adj	Gov	FY99/00	FY99/00 to Gov
<b>Administrative and Support</b>							
1 Office of the Commissioner	481.3	419.3	419.3	420.4	420.4	0.0	0.0%
2 Administrative Services	1,329.5	1,216.8	1,216.8	1,223.3	1,223.3	0.0	0.0%
3 Data and Word Processing	314.3	395.9	395.9	397.0	397.0	0.0	0.0%
* BUD Total	2,125.1	2,032.0	2,032.0	2,040.7	2,040.7	0.0	0.0%
<b>Seniors' Equivalency Rebate</b>							
4 Seniors' Equivalency Rebate	300.0	300.0	300.0	300.0	300.0	0.0	0.0%
* BUD Total	300.0	300.0	300.0	300.0	300.0	0.0	0.0%
<b>Municipal Revenue Sharing</b>							
5 State Revenue Sharing	22,717.2	21,583.6	21,583.6	21,583.6	21,583.6	0.0	0.0%
6 Municipal Assistance	27,638.2	26,256.3	26,256.3	26,256.3	26,256.3	0.0	0.0%
* BUD Total	50,355.4	47,840.1	47,840.1	47,840.1	47,840.1	0.0	0.0%
<b>Federal Government Assistance</b>							
7 Training and Development	1,931.9	1,817.3	1,817.3	1,825.6	1,825.6	0.0	0.0%
8 Office Support	148.8	149.3	149.3	150.2	150.2	0.0	0.0%
9 Tribal Boundary Commission	245.1	247.1	247.1	248.3	248.3	0.0	0.0%
10 Statewide Assistance	339.6	373.1	373.1	374.6	374.6	0.0	0.0%
* BUD Total	2,665.4	2,586.8	2,586.8	2,598.7	2,598.7	0.0	0.0%
<b>Community and Economic Development</b>							
11 Community & Econ Develop	449.6	455.1	455.1	456.1	456.1	0.0	0.0%
* BUD Total	449.6	455.1	455.1	456.1	456.1	0.0	0.0%
<b>Child Assistance</b>							
12 Child Care	2,495.7	2,127.0	2,127.0	395.7	1,275.7	852.7	40.1%
13 Day Care Assistance Programs	11,118.0	7,211.1	7,211.1	4,211.1	4,211.1	-3,000.0	41.6%
14 Reservation Grants	5,735.2	5,728.4	5,728.4	5,736.8	5,736.8	7.6	0.1%
* BUD Total	19,348.9	15,066.5	15,066.5	10,343.6	11,223.6	3,887.1	25.5%
<b>Employment Training/Rural Development</b>							
15 Job Training Partnership Act	41.3	84.1	84.1	70.2	70.2	14.0	16.6%
16 Job Development Service Delivery	443.9	465.9	465.9	467.7	467.7	0.0	0.0%
17 Community Development	306.5	308.9	308.9	323.8	323.8	14.0	4.5%

Component Summary - FY00 Operating Budget

**GF/CBR/ILTF fund group Only**

Agency: Department of Community & Regional Aff

Page	Budget Component	FY98 Act	FY99 CC	FY99 Auth	FY00 Adj	Gov	FY99 Auth to Gov
	<b>Employment Training/Rural Development</b>						
	Assist.						
	* BRU Total	791.7	858.9	861.7	861.7	861.7	0.0 0.0%
	<b>Rural Energy Program--Energy Operations</b>						
23	Energy Operations	785.5	543.9	546.1	546.1	546.1	0.0 0.0%
	* BRU Total	785.5	543.9	546.1	546.1	546.1	0.0 0.0%
	<b>Circuit Rider Program</b>						
25	Circuit Rider	42.4	300.0	300.0	300.0	300.0	0.0 0.0%
	* BRU Total	42.4	300.0	300.0	300.0	300.0	0.0 0.0%
	<b>*** Total Agency Expenditure</b>	<b>76,864.0</b>	<b>69,983.3</b>	<b>70,012.1</b>	<b>65,287.0</b>	<b>66,167.0</b>	<b>-3,845.1</b>

Agency Totals - FY98 - FY99 Budget

Agency: Department of Community & Regional Affairs

	FY98 Act	FY99 CC	FY99 Auth	FY99 Gov	FY99 Gov	FY99 Auth to Gov	
<b>Total for Agency</b>	<b>130,276.3</b>	<b>154,937.1</b>	<b>161,561.9</b>	<b>154,937.1</b>	<b>154,937.1</b>	<b>-1,551.2</b>	<b>-1.0%</b>
<b>Expenditure</b>							
General Services	10,081.1	10,325.5	10,350.0	10,000.0	11,003.4	648.4	6.3%
Travel	1,082.6	1,209.3	1,227.3	1,200.0	1,261.9	34.6	2.9%
Telephone	3,148.0	5,957.2	6,290.3	5,000.0	6,077.4	312.9	4.9%
Utilities	146.0	230.9	231.1	200.0	241.1	9.7	4.2%
Printing	1,062.1	1,000.0	1,000.0	1,000.0	1,000.0	25.3	1.0%
Capital Buildings	0.0	0.0	0.0	0.0	0.0	0.0	0.0%
Travel Claims	114,756.5	135,414.2	141,521.0	130,000.0	135,412.7	-1,956.3	-1.4%
Contingencies	0.0	-100.0	0.0	0.0	0.0	0.0	0.0%
<b>Source of Funds</b>							
General Repts	20,378.6	45,258.9	41,553.8	43,700.0	34,025.0	-7,838.8	-15.1%
State Match	1,871.5	771.6	772.7	772.7	772.7	0.0	0.0%
State Fund	74,920.5	69,162.5	69,175.7	69,400.0	64,465.1	-4,710.6	-6.8%
State Fund	3.8	49.2	49.2	49.2	49.2	0.0	0.0%
State Repts	12,932.7	20,489.6	20,496.2	20,700.0	30,534.2	10,038.0	49.0%
State Dev	97.1	97.8	98.0	97.0	98.0	0.0	0.0%
State Fund	68.2	0.0	14.5	0.0	0.0	-14.5	-100.0%
State Repts	669.8	1,030.1	1,031.7	1,000.0	1,138.2	103.5	10.0%
State Power Proj	608.6	728.8	731.3	731.3	802.5	71.2	9.7%
State Fund	0.0	50.0	50.0	50.0	50.0	0.0	0.0%
State Fuel	47.2	48.8	49.0	49.0	49.0	0.0	0.0%
State Power Cost	16,664.2	17,000.0	17,000.0	17,000.0	17,000.0	0.0	0.0%
State Fund	0.0	50.0	50.0	50.0	0.0	-50.0	-100.0%
State Design	14.1	99.8	99.8	99.8	69.8	-30.0	-30.1%
State Fund	0.0	100.0	100.0	100.0	100.0	0.0	0.0%
State Fund	0.0	0.0	0.0	0.0	680.0	680.0	0.0%
<b>Personnel</b>							
Personnel Time	173.0	168.0	168.0	168.0	165.0	17.0	10.1%
Personnel Time	3.0	3.0	3.0	3.0	3.0	0.0	0.0%
Personnel	20.0	7.0	7.0	7.0	7.0	0.0	0.0%

## Power Cost Equalization Program Participant Information

Since 1985 the Power Cost Equalization Program has assisted 83 rural electric utilities, serving 140 communities, by paying part of their customers electricity costs. Prior to this time the Power Production Assistance Program (1980) and the Power Cost Assistance Program (1981) were in effect. To date during fiscal year 1999 the program has assisted 96 electric utilities, serving 195 communities. We anticipate one additional utility and community coming into the program during this fiscal year, bringing the total to 97 utilities and 196 communities.

### FY99 PCE Program Participating Utilities

Akhiok, City of	Bethel Utilities Corporation, Inc.	Kotlik Electric Service
Akiachak Ltd.	Bethel	Kotzebue Electric Assn., Inc.
Akiak City Council	Oscarville	Koyukuk, City of
Akutun Electric Utility	Backland, City of	Kuiggluum Kallugvia
Alaska Power & Telephone	Chalkyitsik Village Energy System	Kwethluk
Alatna	Chenega Bay IRA Village Council	Kwig Power Company
Allakaket	City of Chignik	Kwigllingok
Bettles	Chignik Lake Electric	Larsen Bay Utility Company
Chistochina	Chignik Lagoon Power Utility	Levelock Electric Cooperative
Craig	Chitina Electric, Inc	Lime Village Power System*
Dot Lake	Circle Electric, Inc.	Manley Utility Company
Evansville	Coffman Cove Utility Assn.	Manokotak Power Company
Haines	Coffman Cove	McGrath Light & Power
Alaska Village Electric Coop.	Naukati	Middle Kuskokwim Electric Coop.
Alakanuk	Whale Pass	Chauthbaluk
Ambler	X Cordova Electric Coop., Inc.	Electmute
Andreafsky	Cordova	Crooked Creek
Anvik	Eyak	Stony River
Brevig Mission	Diomedea Joint Utilities	Red Devil
Chevak	Eagle Power Company	Naknek Electric Ass. iation, Inc.
Eck	Eagle	King Salmon
Elim	Eagle Village	South Naknek
Emmonak	Egegik Light & Power Co.	Naknek
Gambell	Ekwok Electric	Napakiaak Ircinraq Power Co.
Goodnews Bay	Ellin Cove Electric Utility	Napaskiak Electric Utility
Grayling	False Pass Electric Assn.	Naterkaq Light Plant
Holy Cross	Far North Utilities	Cheformak
Hooper Bay	Central	Nelson Lagoon Electric Coop., Inc.
Huslia	Circle Hot Springs	Nikolai Light & Power Utility
Kaltag	G & K, Inc.	Nome Joint Utility System
Kasigluk	Cold Bay	Northway Power & Light Co.
Kiana	Galena, City of	Northway
Kivalina	Golovin Power Utilities	Northway Junction
Koyuk	Gustavus Electric Company	Northway Village
Lower Kalskag	Gwitchyaa Zhee Utilities	North Slope Borough Power & Light
Marshall	Ft. Yukon	Anakutuvuk Pass Point Hope
Mekoryuk	Hughes Power & Light	Atkasuk
Minto	Igiugig Electric Company	Point Lay
Mountain Village	I-N-N Electric Cooperative	Kaktovik
Upper Kalskag	Iliamna	Nuiqsut
Wales	Nondalton	Nushagak Electric Coop., Inc.
Alutiiq Power Company	Newhalen	Aleknagik
Karluk	Ipnatchiaq Electric Company	Dillingham
Andreanof Electric	Deering	Ouzinkie, City of
Atka	King Cove, City of	Pedro Bay Village Council
Aniak Light & Power Company	Kipnuk Light Plant	Pelican Utility Company
Arctic Village Electric Company	Kobuk Valley Electric Coop.	Perryville, Native Village of
Atmautluak Tribal Utilities	Kokhanok Village Council	Pilot Point Village Council
Beaver Joint Utilities	Koliganek Village Council	Platinum, City of
		Port Heiden, City of
		Puvurnaqa Power Company
		Kongiganak
		Ruby, City of

FY99 PCE Program Participating Utilities (Continued)

Sand Point Electric, Inc.	Thorne Bay Public Utility	Tuntutuliak Community Service Assn.
Sheldon Point Electric, Inc.	Tlingit-Haida Regional Electric Authority	Umnak Power Company
Stevens Village Energy System	Angoon	Nikolski
St. George Municipal Electric Utility	Kasaan	Unalakleet Valley Electric Cooperative
St. Paul Municipal Electric Utility	Clalkat Valley	Unalaska Electric Utility
Takoma Community Association	Covenant Life	Ungusraq Power Company
Tanalian Electric Cooperative, Inc.	Hoonah	Newtok
Port Alsworth	Kake	Venetie Village Electric
Tanana Power Company		Whitestone
Tatitlek Electric Utility		Logging Camp
Teller Power Company	Tuluksak Traditional Council Power utility	White Mountain, City of
Tenakee Springs Electric Utility		Yakutat, City of

\*Lime Village Power System has received certification from APUC and we anticipate their participation. To date no funds have been disbursed to this utility.

Prior program participants who are not currently active:

Birch Creek Village Electric Utility; Clarks Point, City of, Rampart Village Energy Systems and Telida Village Utility.

# OVERVIEW OF HOME RULE, FIRST CLASS, SECOND CLASS AND THIRD CLASS BOROUGHES

(prepared by LBC Staff/DCRA, January 16, 1998)

State law provides the following four classes of *organized* boroughs:

- ◇ home rule;
- ◇ 1st class;
- ◇ 2nd class;
- ◇ 3rd class (State law prohibits the creation of new third class boroughs).

State law requires that *every* organized borough exercise the following two powers *areawide* (i.e. throughout the borough):

- public education;
- tax assessment and collection where municipal taxes are levied.

Further, state law requires that every organized borough, except third class boroughs, provide the following three additional *areawide* powers:

- planning;
- platting;
- land use regulation.

**Home Rule Boroughs.** Home rule boroughs have charters (constitutions), while general law boroughs (1st, 2nd, and 3rd class) do not. Home rule boroughs, "may exercise all legislative powers not prohibited by law or by charter." Article X, §11, Ak. Const. In other words, the assembly of a home rule borough has any power that is constitutionally available to the state legislature, provided that power is not prohibited by state law or by the borough charter.

AS 29.10.200 lists 53 specific limitations on home rule municipalities found in Title 29 of the Alaska Statutes. (copy attached) There are certain other limitations on home rule municipalities found in other parts of the Alaska Statutes. Three examples of such are:

- ◇ AS 14.12.010 - 14.12.100 regarding organization and government of school system; and
- ◇ AC 21.03.060 regarding state preemption of insurance regulation;
- ◇ AS 43.20.290 regarding state preemption of authority to levy net income taxes on individuals.

Home rule boroughs are the most popular form of organized borough in Alaska, followed closely by second class boroughs.

- ◇ Half of the organized boroughs in Alaska are home rule boroughs (8 of 16, or 50%). These consist of the City and Borough of Sitka, City and Borough of Juneau, Municipality of Anchorage, City and Borough of Yakutat, Lake and Peninsula Borough, Denali Borough, Northwest Arctic Borough and the North

Slope Borough. The first three listed in the previous sentence are "unified home rule municipalities" (home rule boroughs in which no cities may exist).

- ◇ Just over half of all Alaskans live in home rule boroughs (313,670 of 606,999, or 51.7%).
- ◇ Four of the last five boroughs to form are home rule boroughs (Northwest Arctic in 1986; Lake and Peninsula in 1989; Denali in 1990, and Yakutat in 1992).
- ◇ The most populous borough in Alaska is a home rule borough (Anchorage, population: 254,269)
- ◇ The least populous borough in Alaska is also a home rule borough (Yakutat, population 802)

#### GENERAL LAW BOROUGHES.

Unlike home rule boroughs, 1st, 2nd, and 3rd class boroughs derive their powers exclusively from State statutes. Still, state statutes grant general law boroughs the ability to assume a very broad array of powers.

##### **First class boroughs:**

Beyond the five mandatory areawide powers noted above, a first class borough:

- ◇ *may* exercise five powers *areawide* by adopting an ordinance (transportation, water pollution control, air pollution control, license day care facilities, animal control);
- ◇ *may* exercise any other power *areawide* which is not prohibited by law upon voter approval or transfer of powers from cities within the borough;
- ◇ *may* exercise any power not prohibited by law on a *nonareawide* basis (that portion of the borough outside of city governments) by adopting an ordinance;
- ◇ *may* exercise any power not prohibited by law on a *service area basis* by adopting an ordinance.

First class boroughs are not popular in Alaska. None of the 16 organized boroughs in Alaska is a first class borough. Its lack of popularity, perhaps, stems from the fact that the assembly of a first class borough has unchecked ability to assume nonareawide and service area powers.

##### **Second class boroughs:**

Beyond the five mandatory areawide powers noted previously, a second class borough:

- ◇ *may*, like a first class borough, exercise five powers *areawide* by adopting an ordinance (transportation, water pollution control, air pollution control, license day care facilities, animal control);
- ◇ *may* exercise any other power *areawide* not prohibited by law upon voter approval or transfer of powers from cities within the borough;

- ◇ *may exercise 13 specific powers on a nonareawide basis by adoption of an ordinance (transportation, fireworks regulation, animal control, solid waste collection and disposal, air pollution control, water pollution control, participate in federal/state loan programs for housing rehabilitation, economic development, local service roads and trails, emergency services communications, license motor vehicles and operators, development or redevelopment projects, hazardous substance control);*
- ◇ *may exercise any other power not prohibited by law on a nonareawide basis by holding a nonareawide election;*
- ◇ *may exercise any power not prohibited by law on a service area basis with voter approval in the service area, or if there are no voters in the service area, approval of all property owners.*

Second class boroughs are the second most popular form of organized borough. Seven of the 16 organized boroughs in Alaska are second class. They consist of the Bristol Bay Borough (population 1,254, incorporated 1962), Ketchikan Gateway Borough (population 14,728, incorporated 1963), Kodiak Island Borough (population 14,058, incorporated 1963), Kenai Peninsula Borough (population 46,807, incorporated 1964), Matanuska-Susitna Borough (population 50,759, incorporated 1964), Fairbanks North Star Borough (population 82,435, incorporated 1964), and Aleutians East Borough (population 2,240, incorporated 1987).

#### **Third class boroughs.**

As noted previously, a third class borough has two mandatory *areawide* powers – education and tax assessment/collection. Additionally, a third class borough may control hazardous substances on a *nonareawide* basis by adopting an ordinance. Further, a third class borough may exercise any other power not prohibited by law on a *service area* basis only. Voter approval for the assumption of service area powers is required.

There is one third class borough in Alaska, the Haines Borough (population 2,373, incorporated 1968). The legislature authorized the creation of third class boroughs in Alaska in 1968, but amended the law in 1985 to prohibit the incorporation of additional third class boroughs.

# LOCAL GOVERNMENT IN ALASKA

Prepared by Local Boundary Commission Staff of the  
Alaska Department of Community & Regional Affairs  
Revised October 1998

**T**wo types of municipal governments exist in Alaska - cities and organized boroughs. Each is defined and described below, beginning with city governments.

## CITY GOVERNMENTS

A city is a municipal corporation and political subdivision of the State of Alaska. A city generally encompasses only a single community. Typically, the corporate boundaries of a city do not include large undeveloped geographical regions or large unpopulated areas. [19 AAC 10.040(b) - (c); 19 AAC 10.130(c) - (d)]. A city is also part of the borough in which it is located. [Art. X, § 7, Ak. Const.]

The powers and duties of a city depend upon a number of variables. These include the classification of the city (home rule, first class, or second class) and whether it is located within an organized borough. The powers and duties of a city may also be affected by its inclusion within a particular class of organized borough. Voter authorization may be required before a city may assume certain powers. A city may exercise limited services outside its corporate boundaries under particular

circumstances. [AS 29.35.020] Lastly, a city may provide different services or different levels of services to different parts of the territory within its boundaries. [AS 29.45.580]

There are presently 145 cities in Alaska. The classification of those 145 cities and their placement with respect to organized boroughs or the unorganized borough are listed in Table 1.

Cities may be reclassified with the approval of the Local Boundary Commission. [AS 29.04.040] A discussion of the different classes of cities follows.

*Home rule cities* have individual charters (constitutions) that principally establish their structure, powers, and duties. A home rule city may exercise all legislative powers not prohibited by law or charter. [Art. X, § 11, Ak. Const.] Most of the express limitations on home rule cities are found in AS 29.10.200. However, some additional limitations are imposed by other provisions of law. For example, AS 09.25.220(2) expressly includes political subdivisions of the State among those that are subject to the State's Open Records Act. [AS 09.25.100 - 09.25.220]

table • 1

Classification	Number Within Organized Boroughs	Number in the Unorganized Borough	Total
Home Rule	7	5	12
First Class	8	13	21
Second Class	<u>34</u>	<u>78</u>	<u>112</u>
Total	49	96	145

If a home rule city is within the unorganized borough, the city is required to operate a public school district. Further, if it is within the unorganized borough or a third class borough, the home rule city is also required to exercise planning, platting, and land use regulation within the boundaries of the city.

If a home rule city is within an organized borough, the borough operates a public school district serving the entire borough, including the area within the city.

Organized boroughs, except third class boroughs, are also responsible for platting, planning, and land use regulation throughout the borough. However, a first or second class borough (and possibly a home rule borough depending on its charter) may delegate to a city some or all of the platting, planning, and land use powers to be exercised within the city's corporate boundaries. The borough may also unilaterally rescind the delegation of planning, platting, and land use regulation powers.

Home rule cities may be incorporated directly or they may be formed through the adoption of a charter by the voters of a first class city. To incorporate directly as a home rule city, a community must have at least 400 permanent residents.

Home rule cities tend to be among the older and more populous cities in Alaska. Seven of the 12 were first incorporated as cities by 1912. Ten of the 12 home rule cities each have a population

greater than 2,500. The most populous is Fairbanks with 31,601 residents; Nenana is the least populous home rule city with 372 residents. Seven of the 12 home rule cities are within organized boroughs.

*First class cities* gain their powers from State statutes: they have no charters. A first class city may exercise a power not otherwise prohibited by law. [AS 29.35.250 - 29.35.260] Most of the State laws governing first class cities are codified in Title 29 of the Alaska Statutes.

However, as is the case for home rule cities, laws codified in other statutes may also apply to first class cities.

Duties of first class cities to provide education, platting, planning, and land use regulation are determined in the same manner described for home rule cities. However, if a first class city assumes powers

for platting, planning, and land use regulation, those powers must be exercised in accordance with AS 29.40 (whereas a home rule city need not exercise the powers in accordance with AS 29.40).

To incorporate as a first class city, a community must have at least 400 permanent residents. Like home rule cities, first class cities in Alaska tend to be among the more populous. Nine of the 21 first class cities have populations of at least 1,400. Wasilla is the most populous with 5,134 residents; Pelican is the least populous with 149.<sup>1</sup> Skagway



<sup>1</sup> Pelican, Seldovia and Tanana are all first class cities with populations less than 400. Pelican gained its current classification under a 1972 law that required the Local Boundary Commission to reclassify former cities of the first, second or third class having populations of less than 400. Seldovia and Tanana at one time had populations exceeding 400, but have since lost population.



Pelican is incorporated as a first class city in the unorganized borough

is the oldest first class city having been formed in 1900. Wasilla is the newest first class city having incorporated in 1974.<sup>2</sup>

Eight of the 21 first class cities are located in organized boroughs.

*Second class cities* also gain their powers from State laws and have no charters. Like a first class city, a second class city may exercise a power not otherwise prohibited by law.

A second class city has no power to establish a public school district under any circumstance. If a second class city is within the unorganized borough or a third class borough, it has the option

(but not the duty) to exercise planning, platting, and land use regulation within the boundaries of the city. Platting, planning, and land use powers in the manner discussed previously for first class cities.

To incorporate as a second class city, a community must have at least 25 permanent registered voters who are willing to petition for incorporation. Of the 112 second class cities, only three have

populations exceeding 1,000. Those are Bethel with 5,463 residents, and Kotzebue with 2,964 residents, and Hooper Bay with 1,039 residents. The least populous second class city is Kupreanof with only 24 residents.<sup>3</sup> Sixty-three of the 112 second class cities have incorporated since 1970. Another 12 incorporated during the 1960's. The remaining 7 incorporated prior to 1960. The City of Eagle, which incorporated in 1901, is the oldest second class city in Alaska.

Table 2 on the following page summarizes the principal distinctions between home rule, first class and second class cities.

<sup>2</sup> Wasilla was incorporated as a second class city in 1974 and reclassified to first class status in 1984.

<sup>3</sup> Obviously, Kupreanof would lack a sufficient number of voters to incorporate today. When it formed in 1975, there were more voters in the community. Incorporation was approved by the resident voters by a margin of 28 to 0.

table • 2

POWER	HOME RULE CITY	FIRST CLASS CITY	SECOND CLASS CITY	
			CITY	REFERENCE
Public Education	If the city is in the unorganized borough it must provide the service in accordance with AS 14. The city is not permitted to do so within organized boroughs.	Same as for a home rule city.	The city is not allowed to provide the service under any circumstance.	AS 29.35.260(b) AS 14.12.010 AS 14.12.025
Planning, Platting & Land Use Regulation	If the city is in the unorganized borough or a 3rd class borough, it must exercise the powers. If it is in an organized borough, it may be permitted by borough to exercise the powers.	Same as for a home rule city, except the power must be exercised in accordance with AS 29.40.	The city is not required to exercise the powers in any circumstance, but may be permitted in all cases in the manner described for first class cities.	AS 29.35.250(c) AS 29.35.260(c)
Property Tax	The city may tax up to 30 mills, except where a higher levy is necessary to avoid default on debt. Some home rule municipal charters require voter approval to authorize the levy property taxes.	The city may tax up to 30 mills except where a higher levy is necessary to avoid default on debt. Voter approval is not required by statute, however, some general law municipal governments have more restrictive limitations imposed at the local level.	The city may tax up to 20 mills, except where a higher levy is required to avoid default. Voter approval is required.	AS 29.45.550- AS 29.45.590;
Sales Tax	The rate of levy may be limited by charter. Voter approval may also be required by charter	Generally, there is no limit on the rate of levy of sales taxes; however, voter approval is required.	Same as for a first class city.	AS 29.45.700
City Council composition and apportionment	Determined by charter or ordinance.	6 members elected at-large, except the council may provide for election other than at-large.	7 members elected at-large, except the council may provide for election other than at-large.	AS 29.20.130
Election and Term of Mayor	Determined by charter or ordinance.	Elected at large for a 3 year term, unless a different term not to exceed 4 years is provided by ordinance.	Elected from the city council for a 1 year term, unless a longer term is provided by ordinance. Mayor is selected by the council (or by voters upon adoption of ordinance)	AS 29.20.230 AS 29.20.240
Vote by Mayor	Determined by charter or ordinance.	May vote to break a tie vote on the city council.	Votes on all matters.	AS 29.20.250
Veto Power of the Mayor	Generally determined by charter or ordinance, except veto is not permitted of ordinance prohibiting possession of alcohol.	Generally has veto power with the same exception noted for home rule cities.	Has no veto power.	AS 29.20.270
Power of Eminent Domain	Permitted by statute.	Permitted by statute.	Permitted, but requires voter approval.	AS 29.35.030
Ability to Attain Home Rule Status	Already has home rule status.	Voters may adopt home rule charter.	May not adopt home rule charter without first reclassifying to a first class city.	AS 29.10.010

## ORGANIZED BOROUGH GOVERNMENTS

According to 1998 population figures, 537,868 Alaskans live within organized boroughs. That figure represents more than 86% of the total population of the state. Like cities, an organized borough is a municipal corporation and political subdivision of the State of Alaska. All of Alaska is divided into boroughs, organized or unorganized. [Art. X, § 3 Ak. Const.] Thus, unlike cities, organized boroughs can include large geographical regions and large unpopulated areas.

Each borough is required to embrace an area and population with common interests to the maximum degree possible. [Art. X, § 3, Ak. Const.] However, that requirement is tempered by the "*express constitutional policy of minimizing the number of local government units.*" (emphasis added) [*City of Douglas v. City and Borough of Juneau*, 484 P.2d 1040 (Alaska 1971); *Jack Keane and Concerned Citizens of Bristol Bay v. Local Boundary Commission*, 893 P.2d 1239 (Alaska 1995)]

There are presently 16 organized boroughs in Alaska. Their powers depend upon their classification and other factors. Like cities, voter authorization of certain services may be necessary. Also like cities, a borough may exercise limited powers beyond its boundaries under particular circumstances. [AS 29.35.020]

Generally, boroughs may exercise powers on three different levels within their corporate boundaries.<sup>4</sup> These levels are *areawide* (throughout the

entire borough), *nonareawide* (throughout the entire borough exclusive of the area lying within the corporate limits of city governments) and *service area*. A service area is an area in which the borough provides higher or different levels of service than it provides on an areawide or nonareawide basis. A city government may be included in a borough service area with the approval of either the city council or voters. [AS 29.35.450]

A service area may not be established if the service to be provided can be assumed by an existing service area, through annexation to a city or by incorporating a city. [Art. X, § 5 Ak. Const.]

The classification of each of the 16 existing organized boroughs in Alaska is shown below in Table 3.

t a b l e • 3

UNIFIED MUNICIPALITIES	3
HOME RULE BOROUGHS	5
FIRST CLASS BOROUGHS	0
SECOND CLASS BOROUGHS	7
THIRD CLASS BOROUGHS	1
TOTAL	16



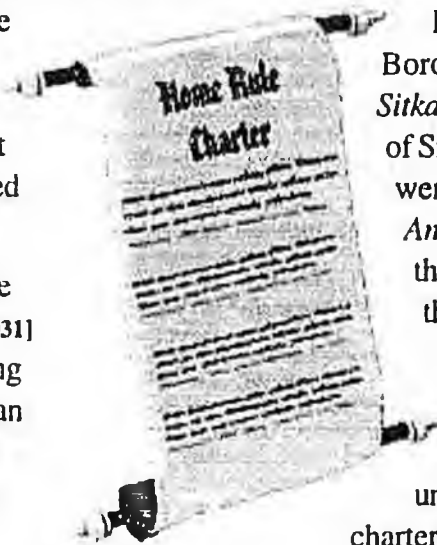
<sup>4</sup> There are two exceptions. A unified municipality, by definition, has no "nonareawide" jurisdiction. Additionally, a third class borough is permitted to exercise only one power on a nonareawide basis (AS 29.35.220(c)).

*Unified municipalities* are solitary municipal governments.<sup>5</sup> That is, no other municipal government may exist within the boundaries of a unified municipality.

Unified municipalities may be incorporated directly [AS 29.05.031] or they may be formed by joining one or more existing cities and an organized borough in which the cities are located. [AS 29.06.190]

A unified municipality, like a home rule city, has a charter that principally establishes its structure, powers, and duties. As a home rule government, a unified municipality may exercise all legislative powers not prohibited by law or by charter. [Art. X, § 11, Ak. Const.] Again, most (but not all) of the express limitations on home rule unified municipalities are found in AS 29.10.200.

There are three unified municipalities in Alaska, Juneau, Sitka and Anchorage. The "*City and Borough Juneau*" was created in 1970 through the unification of the City of



Douglas and the Greater Juneau Borough. The "*City and Borough of Sitka*" was formed in 1971 when the City of Sitka and the Greater Sitka Borough were unified. The "*Municipality of Anchorage*" was formed in 1975 when the Greater Anchorage Area Borough, the City of Anchorage, the City of Girdwood, and the City of Glen Alps were unified.

*Home rule boroughs* like unified municipalities have individual charters. Home rule boroughs may be incorporated directly [AS 29.05.031] or they may be formed through the adoption of a charter by a first class, second class, or third class borough. [AS 29.10.010]

Five of Alaska's 16 organized boroughs are "non-unified" home rule boroughs. These include four of the last five boroughs formed in Alaska. The five "non-unified" home rule boroughs are: the North Slope Borough, City and Borough of Yakutat, Denali Borough, Lake and Peninsula Borough, and Northwest Arctic Borough.

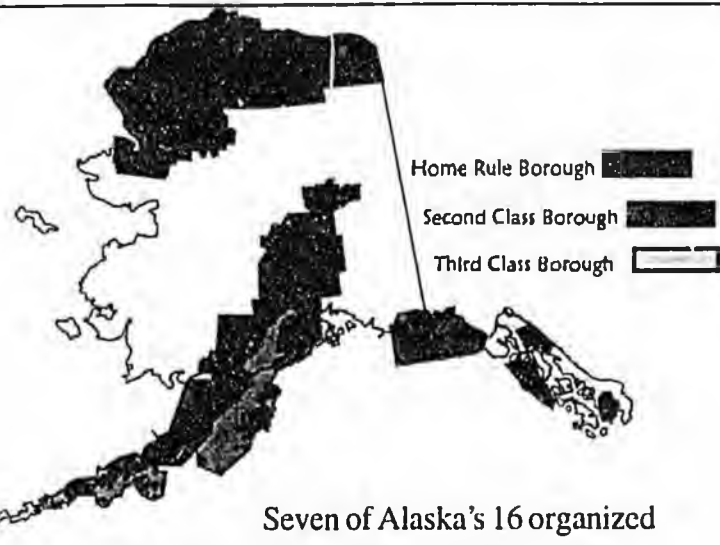
<sup>5</sup> As in this instance, unified municipalities are typically characterized as boroughs for a number of reasons. First, unified municipalities are defined by the Local Boundary Commission as a borough (19 AAC 10.990(1)). Second, Alaska's constitution recognizes only two types of municipalities, cities and boroughs (Art. X, Sec. 2). Thus, a unified municipality must be one or the other, or both. If a unified municipality were a city, by definition, it could never be within an organized borough. Third, the legislature consistently treats unified municipalities as boroughs. For example, the statutes utilize the same standards for incorporation of a borough as they do for incorporation of a unified municipality (AS 29.05.031). By contrast, the legislature has established separate standards for incorporation of a city (AS 29.05.011). Another example is found in the fact that newly formed unified municipalities and boroughs are entitled to identical organization grants and other transitional assistance (AS 29.05.190; 29.05.210), whereas newly formed cities are entitled to different levels of organization grants and transitional assistance. Fourth, all three of the existing unified municipalities recognize themselves as boroughs in that each is governed by an assembly. Art. X, Sec. 4 of Alaska's constitution reserves the term "assembly" for the governing body of a borough, whereas Art. X, Sec. 8 of Alaska's constitution reserves the term "council" for the governing body of a city. Fifth, with regard to the prospect that a unified municipality is both a city and a borough, none of the existing unified municipalities call their governing bodies an "assembly-council". Sixth, none of the unified municipalities exhibit characteristics that are exclusive to city governments in any portion of the area within their corporate boundaries.

The City and Borough of Yakutat has no cities within its boundaries, however, it is not a unified municipality. It is technically possible that a city could be incorporated within the boundaries of the City and Borough of Yakutat. Each of the other home rule boroughs have cities within their boundaries.

*First class boroughs* gain their powers from State laws; they have no charters. Alaska has no first class boroughs. That may be largely due to voter preferences to avoid the substantial authority of the assembly of a first class borough with respect to the assumption of nonareawide powers and service area powers.

State law permits a first class borough to exercise by ordinance on a nonareawide basis any power not otherwise prohibited by law. [AS 29.35.200] Further, the assembly of a first class borough may by ordinance establish, operate, alter or abolish a service area to exercise any power granted a first class city or any power that a first class borough can exercise on a nonareawide basis. [AS 29.35.480] As is the case for first class cities, most of the laws governing first class boroughs are codified in Title 29 of the Alaska Statutes.

*Second class boroughs* are distinguished from first class boroughs principally in that voter approval is required to assume many nonareawide powers. Voter approval is also required for a second class borough to assume any power on a service area basis, except if the service area is uninhabited. In that case, all real property owners must consent to the assumption of the service area power.



Seven of Alaska's 16 organized boroughs are second class boroughs. They include the Bristol Bay Borough, which was incorporated in 1962 as Alaska's first organized borough. The Bristol Bay Borough, like the City and Borough of Yakutat, has no cities within its boundaries. However, it is technically possible for one of the three communities within the Bristol Bay Borough to form a city.

Five of the seven second class boroughs were formed directly or indirectly under the 1963 Mandatory Borough Act. Those five are: the Matanuska-Susitna Borough, Kodiak Island Borough, Ketchikan Gateway Borough, Kenai Peninsula Borough, and Fairbanks North Star Borough.<sup>6</sup>

The Aleutians East Borough is the other second class borough. It was formed in 1987.

*Third class boroughs* are distinguished from other organized boroughs in a number of ways. First, State law limits the areawide powers of a third class borough to education, and assessment and collection of taxes. [AS 29.35.220] While planning, platting, and land use regulation are required areawide functions for all other organized

<sup>6</sup> Three other boroughs were formed under the Mandatory Borough Act. These were the former Greater Anchorage Area Borough, the Greater Sitka Borough and the Greater Juneau Borough.

boroughs, they are not required (or even permitted on an areawide basis) for a third class borough.

A third class borough may by ordinance exercise on a nonareawide basis, the power necessary to contain, clean up, or prevent a release or threatened release of oil or a hazardous substance. [AS 29.35.220]

It may also exercise any other power not prohibited by law, but it may do so only on a service area basis. Approval by the voters in a proposed service area is necessary for the assumption of powers on a service area basis in inhabited areas.

A third class borough may by ordinance establish a service area that includes only vacant, unappropriated and unreserved borough or State land. In the case of State property, the land must also be classified for disposal to individuals. Further, the Commissioner of the Department of Natural Resources must concur with the establishment of the service area encompassing such State lands.

The assembly of a third class borough is also the school board. [AS 29.20.300] A joint assembly and school board is possible in other boroughs provided there are no more than 500 students. The voters of other boroughs must also ratify an ordinance establishing a joint assembly and school board. [AS 14.12.110]

The Haines Borough is the only third class borough in Alaska. State law prohibits the formation of new third class boroughs. [AS



Haines Borough, Alaska's only third class borough

29.05.031] Although the Haines Borough totally surrounds Klukwan, the village is an enclave excluded from the jurisdiction of the Borough.

In 1979, the Alaska Department of Law issued an informal opinion concerning the powers of a third class borough. The opinion concluded, "While the assembly as an assembly might have no power to provide for a library until authorized to do so by the electorate, the assembly as a school board has ample power to provide for any number of educationally related facilities and services, e.g., libraries, swimming pools, playgrounds, gymnasias, museums, cultural centers, and the like and to make them available to the public generally." [April 24, 1979 informal opinion of Assistant Attorney General Rodger W. Pegues] The Haines Borough currently operates a cultural facilities center, museum, and public library on an areawide basis.

According to the 1997 Alaska Municipal Officials Directory, the Haines Borough also provides many services on a service area level (the Directory is prepared jointly by the Alaska Municipal League and the Department of Community and Regional Affairs using information provided by municipalities). These consist of platting & land use regulation, planning, fire service, road maintenance, medical service, docks and harbors, and emergency planning. The Borough also has nonareawide powers for containment, clean-up or prevention of a release of oil or hazardous substance.

Table 4 on the following three pages summarizes the principal distinctions between the various classes of organized boroughs.

## THE UNORGANIZED BOROUGH

Unlike cities and organized boroughs, the unorganized borough is not a municipal corporation. Unorganized boroughs were intended to serve as a means to decentralize and regionalize

table • 4

POWER	UNIFIED MUNICIPALITY AND HOME RULE BOROUGH	FIRST CLASS BOROUGH	SECOND CLASS BOROUGH	THIRD CLASS BOROUGH
Public Education (education powers have been broadly interpreted by the Ak Dept of Law)	The borough or unified municipality must provide the service areawide in accordance with AS 14.	Same as for a home rule borough.	Same as for a home rule borough.	Same as for a home rule borough.
Planning, Platting & Land Use Regulation	The borough or unified municipality must exercise the powers areawide, but not necessarily in accordance with AS 29.40.	The borough must exercise the powers areawide; in accordance with AS 29.40; the borough may allow cities to assume such powers within their boundaries	Same as for a first class borough.	The borough may exercise the power only on a service area basis with approval by the voters or, in certain circumstances, with approval from DNR
Provide Transportation Systems, Water & Air Pollution Control, Animal Regulation	Determined by charter or ordinance.	May be exercised on an areawide, nonareawide or service area basis by ordinance.	May be exercised on an areawide or nonareawide basis by ordinance; approval from voters or property owners required for service area powers.	May be exercised only on a service area basis with voter approval or, in certain circumstances, with approval from DNR.
License Day Care Facilities	Determined by charter or ordinance.	May be exercised on an areawide, nonareawide or service area basis by ordinance.	May be exercised on an areawide basis by ordinance; voter approval required for exercise on a nonareawide or service area basis.	May be exercised only on a service area basis, with voter approval or, in certain circumstances, approval from DNR.
Regulate Fireworks, Provide Solid & Septic Waste Disposal, Housing Rehabilitation, Economic Development, Roads & Trails, EMS Communications, Regulate Motor Vehicles and Development Projects	Determined by charter or ordinance	May be exercised areawide upon approval of areawide voters or by transfer of powers from all cities; may be exercised by ordinance on a nonareawide or service area basis.	May be exercised areawide upon approval of areawide voters; or by transfer of powers from all cities; may be exercised by ordinance on a nonareawide basis; may be exercised on a service area basis with voter approval	May be exercised only on a service area basis with voter approval or, in certain circumstances, approval from DNR.

table • 4 cont.

POWER	UNIFIED MUNICIPALITY AND HOME RULE BOROUGH	FIRST CLASS BOROUGH*	SECOND CLASS BOROUGH	THIRD CLASS BOROUGH
Hazardous Substance Control	Determined by charter or ordinance	Same as above.	Same as above.	May be exercised by ordinance but only on a nonareawide basis.
Other Powers Not Prohibited	Determined by charter or ordinance	Same as above.	May be exercised areawide upon approval of areawide voters; or by transfer of powers from all cities and approval of nonareawide voters; may be exercised nonareawide upon approval of nonareawide voters; may be exercised on a service area basis with voter approval	may be exercised only on a service area basis, which requires voter approval or, in certain circumstances, approval from DNR.
Property Tax	Limited to 30 mills except where a higher levy is necessary to avoid default on debt; voter approval to levy property taxes is required by some charters	Same as home rule except there is no charter. Still some general law boroughs have more limited taxing authority established by local action.	Same as for a first class borough.	Same as for a first class borough.
Sales Tax	The rate of levy may be limited by charter and voter approval to levy sales taxes may be required by charter.	No limit exists on the rate of levy; however, voter approval is required to levy sales taxes.	Same as for a first class borough.	Same as for a first class borough.
Assembly composition and apportionment	Flexible; determined according to AS 29.20.060 - 29.20.120	Same as for a home rule borough.	Same as for a home rule borough.	Same as home rule; assembly is also the school board
Election and Term of Mayor	Established by charter or ordinance.	Elected at large for a 3 year term, unless a different term not to exceed 4 years is provided by ordinance.	Same as for a first class borough.	Same as for a first class borough.
Vote by Mayor	Established by charter or ordinance.	may vote to break a tie vote only if the borough has a manager form of government	Same as for a first class borough.	Same as for a first class borough.

table • 4 cont.

POWER	UNIFIED MUNICIPALITY AND HOME RULE BOROUGH	FIRST CLASS BOROUGH	SECOND CLASS BOROUGH	THIRD CLASS BOROUGH
Veto Power of the Mayor	Generally determined by charter, except veto not permitted of ordinance prohibiting possession of alcohol.	generally has veto power, except veto not permitted of ordinance prohibiting possession of alcohol.	Same as for a first class borough.	Same as for a first class borough.
Ability to Attain Home Rule Status	Already has home rule status.	Voters may adopt home rule charter.	Same as for a first class borough.	Same as for a first class borough.

State services and to foster local participation in the administration of state programs within regions not ready or suited for organized borough status.

Art. X, § 6 of Alaska's constitution stipulates that, "The legislature shall provide for the performance of services it deems necessary or advisable in unorganized boroughs, allowing for maximum local participation and responsibility. It may exercise any power or function in an unorganized borough which the assembly may exercise in an organized borough."

To carry out the constitutional mandate that the entire state be divided into boroughs, organized or unorganized, the 1961 legislature enacted a law providing that all areas not within the boundaries of an organized borough constitute a single unorganized borough. [AS 29.03.010] That action was ostensibly taken to preserve maximum flexibility in the setting of boundaries for organized boroughs. At that time, no organized boroughs existed.

From its beginning, the unorganized borough has never embraced an area and population with common interests to the maximum degree possible as required by Art. X, § 3 of Alaska's constitu-

tion. In 1991 and 1992, the Local Boundary Commission defined model borough boundaries throughout the unorganized borough according to standards for setting boundaries of organized boroughs. [see Report on Model Borough Boundaries]

The legislature has enacted two key provisions to allow for local participation in the delivery of State services in the unorganized borough. These are described on the following page.

*Regional educational attendance areas* (REAs) are state service areas to provide public education to the unorganized borough, except within home rule and first class cities. The 1975 legislature required the Department of Community and Regional Affairs, in consultation with the Department of Education and local communities, to divide the unorganized borough into educational service areas. The criteria used to establish the boundaries of REAs are similar in many respects to the criteria for setting boundaries of organized boroughs. [AS 14.08.031] In a number of instances, the model borough boundaries set by the Local Boundary Commission in 1991-1992 follow the boundaries of REAs.

Initially, 21 REAAs were established. These were: Adak, Alaska Gateway (headquartered in Tok), Aleutian Region, Annette Island, Bering Strait, Chatham (headquartered in Angoon), Chugach (serving Prince William Sound), Copper River, Delta/Greely, Iditarod Area, Kuspuk, Lower Kuskokwim, Lower Yukon, Pribilof Islands, Southeast Island, Southwest Region, Yukon Flats, Yukon-Koyukuk, Railbelt (headquartered in Healy), Lake and Peninsula, and Northwest Arctic.

In 1985, Bureau of Indian Affairs

stopped funding schools in Akiachak, Akiak, Tuluksak, Chevak and Cheforiak. The

1985 Legislature passed a law allowing the formation of two "federal transfer regional educational attendance areas" to assume the operation of those schools, subject to voter approval.

One of the federal transfer REAAs encompassed the single community of Cheforiak. The other includes the communities of Akiachak, Akiak, and Tuluksak<sup>7</sup>.

Since the mid-1980's, five organized boroughs have formed. The formation of the Northwest Arctic Borough, Lake and Peninsula Borough and Denali Borough, resulted in the dissolution of the REAAs in those areas.

In the case of the other two new boroughs, the Aleutians East Borough and the City and Borough of Yakutat took in only portions of the REAAs in those regions. Thus, in those two instances, the REAAs remained in existence. In 1996, the Alaska Superior Court terminated the existence of the Adak REAA.

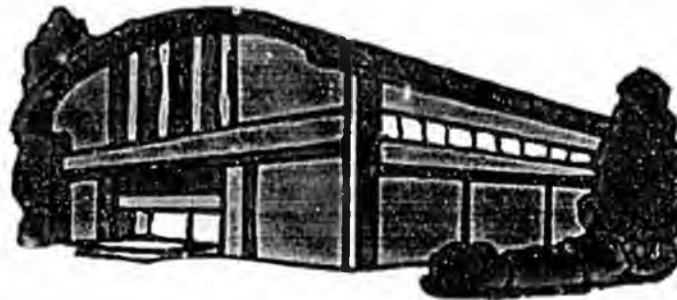
*Coastal resource service areas* (CRSAs) may be formed in the unorganized borough to perform certain duties under the Alaska Coastal Management Program [AS 46.40.010 - 46.40.210]. CRSAs are organized to develop and recommend for State and federal

approval a coastal management plan for the area within the boundaries of the CRSA. The State implements the plan. CRSAs are advisory only and have no implementing authority.

There are presently four CRSAs in the unorganized borough. These are the Aleutians West CRSA, the Bering Straits CRSA, the Bristol Bay CRSA, and the Cenaliulrit CRSA.

The Aleutians West CRSA has the same boundaries as the Aleutian Region REAA and includes the first class City of Unalaska. The Bering Straits CRSA conforms to the boundaries of the Bering Straits REAA. The first class City of Nome is excluded from the CRSA.

The Bristol Bay CRSA conforms to the boundaries of the Southwest Region REAA and includes the first class City of Dillingham.



<sup>7</sup> Voters in Chevak approved the proposition to form the Kashunamiut REAA. Voters in the other communities, except Cheforiak, also approved the proposition to form the Yupit REAA. Consequently, Cheforiak became part of the Lower Kuskokwim REAA.

The Cenaliulriit CRSA encompasses four REAAs: Lower Yukon, Lower Kuskokwim, Kashunamiut and Yupiit REAAs. The latter two are the small federal transfer REAAs formed in 1985. The Cenaliulriit CRSA excludes the second class City of Bethel.

### **OTHER ENTITIES**

Other entities may be established under State or federal law to provide public or quasi-public services to residents of Alaska. Some may be technically considered state agencies or subunits of local governments while others may have greater degrees of independence. Certain of these may operate inside or outside organized boroughs.

They include: local emergency planning districts; soil and water conservation districts, regional housing authorities, civil defense districts, consolidated health districts, telephone and electrical cooperatives, historical districts, grazing districts, public utility districts, registration districts and local improvement districts. It is beyond the scope of this discussion to provide any information about these other entities other than to recognize their existence.

TABLE 2

## 1998 Municipal Sales Tax, Special Tax and Revenues

Municipality	Sales Tax	Revenues	Special Tax	Revenues
Akhiok	No		No	
Akiak	No		No	
Akutan	No		1% Raw Fish Tax	\$501,686
Alakanuk	4%	\$88,304	No	
Aleknagik	No		No	
Aleutians East Borough	No		2% Raw Fish Tax	\$2,236,242
Allakaket	No		No	
Ambler	3%	\$16,552	No	
Anaktuvuk Pass	No		No	
Municipality of Anchorage	No		8% Bed Tax; 15% Tobacco Tax/Aircraft	\$8,946,372/ \$6,141,408/ \$189,363
Anderson	No		6% Utility Tax	\$23,105
Angoon	2%	NR	No	
Aniak	2%	\$48,598	No	
Anvik	No		No	
Atka	No		1% Raw Fish Tax/10% Bed Tax	\$7,968/\$450
Atkasuk	No		No	
Barrow	No		No	
Bethel	5%	\$3,238,303	3% Bed/5% Alcohol/Fish/MVRT/Gaming Fuel	\$1,036,633
Bettles	No		\$.02/gal Fuel Transfer Tax.	\$3,844
Brevig Mission	3%	\$12,683	No	
Bristol Bay Borough	No		3% Raw Fish Tax; 6% Bed Tax	\$98,971 / \$90,791
Buckland	2%	\$36,872	No	
Chefornak	2%	19,425	No	
Chevak	3%	\$69,043	No	
Chignik	No		1%salmon/2% other seafood	\$57,476
Chuathbaluk	No		No	
Clarks Point	5%	NR	No	
Coffman Cove	No		No	
Cold Bay	No		.02/gal. Fuel Tax/\$.01 gal dock fees	\$29,596/\$14,798
Cordova	6%	\$2,081,687		
Craig	5%	\$1,267,609	6% Liquor Tax	\$106,228
Deering	3%	\$5,572	No	
Delta Junction	No		No	
Denali Borough	No		Sev. Tax \$.05/yd; Bed Tax 7%	\$91,770 / \$1,228,345
Dillingham	5%	\$1,460,994	9% Bed Tax / 9% Liquor Tax	\$35,091/\$120,479
Diomedes	3%	\$3,686	No	
Eagle	No		No	
Eek	2%	\$15,900	No	
Egegik	No	No	1% Raw Fish Tax	\$522,144
Ekwok	No		No	
Elim	2%	\$27,776	No	
Emmonak	3%	\$82,730	No	
Fairbanks	No		8% Bed Tax/ 5% Alcohol Tax/ 8% Tobacco Tax	\$1,932,771/ \$888,278/ \$499,114
Fairbanks North Star Borough	No		8% Bed Tax	\$568,344
False Pass	2%	\$77,259	No	
Fort Yukon	3%	\$86,483	No	
Galena	3%	\$132,543	No	
Gambell	3%	\$85,683	No	
Golovin	No		No	
Goodnews Bay	No		No	
Grayling	No		No	
Haines	4%	\$1,193,071	No	
Haines Borough	1.5%	\$498,291	No	
Holy Cross	No		No	
Homer	3.5%	\$5,180,367	No	

Note: Revenue values are subject to final audit

NR = No Report Received

TABLE 2

## 1998 Municipal Sales Tax, Special Tax and Revenues - continued

Municipality	Sales Tax	Revenues	Special Tax	Revenues
Hoonah	5%	\$533,635	No	
Hooper Bay	4%	\$87,568	No	
Houston	No		No	
Hughes	No		No	
Huslia	No		No	
Hydaburg	4.5%	NR	No	
Juneau, City & Borough of	5%	\$27,234,090	7% Bed Tax/ 3% Liquor Tax/ 6% Tobacco Tax	\$880,000 / \$525,400/ \$185,500
Kachemak	No		No	
Kake	5%	\$241,535	No	
Kaktovik	No		No	
Kaktag	No		No	
Kasaan	No		No	
Kenai	3%	\$3,459,679	No	
Kenai Peninsula Borough	2%	\$11,841,328	No	
Ketchikan	3.5%	\$6,501,712	6% Bed Tax	\$306,036
Ketchikan Gateway Borough	2%	\$4,479,213	4% Bed Tax	\$21,190
Kiana	2%	NR	No	
King Cove	2%	\$730,461	No	
Kivalina	2%	\$14,901	No	
Klawock	5%	\$536,351	6% Bed Tax	\$8,335
Kobuk	No		No	
Kodiak	6%	\$6,574,480	5% Bed Tax	\$91,128
Kodiak Island Borough	No		9.25 mill Severance Tax/5% Bed Tax	\$931,695/\$26,490
Kotlik	2%	\$39,849	No	
Kotzebue	6%	\$1,769,568	6% Bed Tax/ 6% Alcohol Tax/Bingo	\$53,646/ \$30,861/\$228,452
Koyuk	2%	NR	No	
Koyukuk	No		No	
Kupreanof	No		No	
Kwethluk	5%	\$69,891	No	
Lake & Peninsula Borough	No		2% Raw Fish Tax/Guide Fees/Bed Tax	\$1,131,000/ \$51,723/\$14779
Larsen Bay	3%	NR	No	
Lower Kalskag	No		No	
Manokotak	2%	NR	No	
Marshall	4%	\$22,475	No	
Matanuska-Susitna Borough	No		5% Bed Tax	\$291,021
McGrath	No		No	
Mekoryuk	2%	NR	No	
Metlakatla	No		No	
Mountain Village	3%	\$67,827	No	
Napakiak	2%	NR	No	
Napaskiak	No		No	
Nenana	3%	\$95,443	No	
New Stuyahok	No		No	
Newhalen	No		No	
Nightmute	2%	\$8,673	No	
Nikolai	No		No	
Nome	4%	\$2,066,430	4% Bed Tax	\$55,929
Nondalton	3%	NR	No	
Noorvik	3%	\$42,773	No	
North Pole	3%	\$1,032,986	No	
North Slope Borough	No		No	
Northwest Arctic Borough	No		No	
Nuiqsut	3%	NR	No	

Note: Revenue values are subject to final audit  
NR = No Report Received

TABLE 2

## 1998 Municipal Sales Tax, Special Tax and Revenues - continued

Municipality	Sales Tax	Revenues	Special Tax	Revenues
Nulato	No		No	
Nunapitchuk	2%	\$19,606	No	
Old Harbor	3%	\$12,438	No	
Ouzinkie	3%	\$13,361	No	
Palmer	3%	\$2,133,203	No	
Pelican	4%	\$77,121	6% Bed Tax	\$769
Petersburg	6%	\$2,310,493	4% Bed Tax	\$35,232
Pilot Point	No		3% Raw Fish Tax	\$666,955
Pilot Station	4%	NR	No	
Platinum	No		No	
Point Hope	No		No	
Port Alexander	2%	\$3,572	No	
Port Heiden	No		No	
Port Lions	No		No	
Quinhagak	3%	\$48,999	No	
Ruby	No		No	
Russian Mission	No		No	
St. George	No		3% Raw Fish Tax/ 3% Fuel Transfer Tax	\$268,221/ \$22,299
St. Mary's	3%	\$87,335		
St. Michael	4%	NR	No	
Saint Paul	3%	\$407,971	3% Fish Tax	\$944,189
Sand Point	2%	\$278,978	2% Raw Fish Tax	\$295,893
Savoonga	3%	\$39,549	No	
Saxman	3.5%	\$106,838	No	
Scammon Bay	2%	NR	No	
Selawik	3%	NR	No	
Seldovia	3%	\$110,725	No	
Seward	3%	\$1,567,909	4% Bed Tax	\$84,666
Shageluk	No		No	
Shaktolik	2%	NR	No	
Sheldon Point	2%	NR	No	
Shishmaref	2%	NR	No	
Shungnak	2%	NR	No	
Sitka, City & Borough of	5%	\$5,594,072	4% Bed Tax/ \$.02/gal Fuel Tax	\$129,019/ \$16,274
Skagway	4%	\$1,779,323	8% Bed Tax	\$149,046
Soldotna	3%	\$4,170,818	No	
Stebbins	3%	NR	No	
Tanana	2%	\$21,123	No	
Teller	3%	NR	No	
Tenakee Springs	1%	\$8,258	6% Bed Tax	\$1,517
Thorne Bay	3%	\$132,565	No	
Togiak	2%	\$67,751	2% Raw Fish Tax	\$45,417
Toksook Bay	2%	\$2,178	2% Fishery Business Tax	\$1,237
Unalakleet	5%	\$248,331	No	
Unalaska	3%	\$5,320,303	2% Raw Fish Tax/ 5% Bed Tax	\$2,644,100 / \$116,215
Upper Kalskag	No		No	
Valdez	No		6% Bed Tax	\$290,860
Wainwright	3%	NR	No	
Wales	2%	NR	No	
Wasilla	2%	\$4,656,270	No	
White Mountain	1%	\$6,840	No	
Whittier	3%	\$124,176	Train Pass. Tax \$0.75 pp ea.way	\$33,062
Wrangell	7%	\$1,234,784	\$4 per night Bed Tax	\$25,730
Yakutat, City & Borough of	4%	\$391,804	1% Raw Fish Tax/4% Bed & Car Rental Tx	\$38,515/\$3,088
<b>TOTAL TAXES REPORTED</b>		<b>\$111,964,332</b>		<b>\$36,194,866</b>

Note: Revenue values are subject to final audit

NR = No Report Received

**TABLE 3**  
**1998 Local Property and Oil & Gas Property Tax Revenues**

Municipality	Property Tax Revenues	Oil & Gas Revenues	Total Revenues	Chg Frm Previous Year	1998 Population	1998 Per Capita Revenue
Municipality of Anchorage	\$226,028,327	\$1,032,484	\$227,060,811	6.21%	258,782	\$877
Bristol Bay Borough	\$1,359,074	\$0	\$1,359,074	-11.88%	1,297	\$1,048
Cordova	\$1,418,313	\$34,570	\$1,452,883	29.71%	2,571	\$565
Craig	\$385,842	\$0	\$385,842	18.14%	2,145	\$180
Dillingham	\$1,139,729	\$0	\$1,139,729	12.82%	2,332	\$489
Eagle	\$8,621	\$0	\$8,621	5.83%	168	\$51
Fairbanks	\$5,921,817	\$0	\$5,921,817	21.70%	31,601	\$187
Fairbanks North Star Borough	\$53,451,720	\$4,659,535	\$58,111,255	9.45%	83,928	\$692
Haines	\$421,732	\$0	\$421,732	13.64%	1,463	\$288
Haines Borough	\$734,713	\$0	\$734,713	38.56%	2,467	\$298
Homer	\$1,237,249	\$0	\$1,237,249	1.58%	4,155	\$298
Houston	\$89,527	\$0	\$89,527	14.68%	939	\$95
City & Borough of Juneau	\$24,264,164	\$0	\$24,264,164	5.70%	30,684	\$791
Kachemak City	\$19,134	\$0	\$19,134	3.81%	419	\$46
Kenai	\$1,167,500	\$17,549	\$1,185,049	4.51%	7,058	\$168
Kenai Peninsula Borough	\$30,384,451	\$7,459,926	\$37,844,377	2.54%	48,815	\$775
Ketchikan	\$3,212,148	\$0	\$3,212,148	-0.78%	8,460	\$380
Ketchikan Gateway Borough	\$7,756,496	\$0	\$7,756,496	16.38%	14,231	\$545
Kodiak	\$578,175	\$0	\$578,175	-1.80%	6,859	\$84
Kodiak Island Borough	\$6,447,202	\$0	\$6,447,202	19.37%	13,848	\$466
Matanuska-Susitna Borough	\$34,008,904	\$47,770	\$34,056,674	2.31%	55,747	\$611
Nenana	\$178,303	\$0	\$178,303	34.09%	435	\$410
Nome	\$1,872,002	\$0	\$1,872,002	25.47%	3,706	\$505
North Pole	\$389,739	\$0	\$389,739	9.16%	1,619	\$241
North Slope Borough	\$4,484,168	\$207,190,459	\$211,674,627	-5.47%	9,389	\$22,545
Palmer	\$378,262	\$0	\$378,262	-7.44%	4,318	\$88
Pelican	\$48,349	\$0	\$48,349	-18.61%	149	\$324
Petersburg	\$1,599,555	\$0	\$1,599,555	8.24%	3,398	\$471
Seldovia	\$117,049	\$0	\$117,049	4.43%	281	\$417
Seward	\$525,344	\$0	\$525,344	24.00%	3,040	\$173
City & Borough of Silka	\$3,460,062	\$0	\$3,460,062	-0.02%	8,779	\$394
Skagway	\$813,773	\$0	\$813,773	3.10%	814	\$1,000
Soldotna	\$396,892	\$3,001	\$399,893	3.00%	4,134	\$97
Unalaska	\$3,707,799	\$0	\$3,707,799	-4.53%	4,285	\$865
Valdez	\$3,787,958	\$13,792,865	\$17,580,823	9.16%	4,155	\$4,231
Wasilla	\$455,494	\$0	\$455,494	-17.78%	5,134	\$89
Whittier	\$145,948	\$2,447	\$148,395	71.86%	306	\$485
Wrangell	\$822,531	\$0	\$822,531	-1.99%	2,589	\$318
City & Borough of Yakutat	\$185,415	\$0	\$185,415	-11.48%	810	\$229
<b>Total Property Taxes</b>	<b>\$423,403,481</b>	<b>\$234,240,606</b>	<b>\$657,644,087</b>	<b>2.30%</b>	<b>Overall *</b>	<b>\$1,036</b>
<b>Overall Chg from Previous Year</b>	<b>6.51%</b>	<b>-4.51%</b>	<b>2.30%</b>		<b>Average **</b>	<b>\$689</b>

Revenues are representative of revenues collected in 1998

\*\*Excludes North Slope Borough and City of Valdez

\* Includes North Slope Borough and City of Valdez

**TOTAL LOCAL REVENUES GENERATED**

Sales Tax Revenues	\$111,964,332
Special Tax Revenues	\$ 36,194,866
Local Property Tax Revenues	\$423,403,481
Oil & Gas Property Tax Revenues	\$234,240,606
<b>Total Local Tax Revenues</b>	<b>\$805,803,285</b>

**TABLE 3A**  
**1998 Per Capita Tax Revenues**

This table lists only those municipalities which levy a sales, severance, property or other type of local tax

Municipality	Property Tax (Inc. Oil & Gas)	Sales Tax	Other Taxes	Total Taxes Reported	Population	Per Capita Revenue
North Slope Borough	\$ 223,927,729			\$223,927,729	9,189	\$ 24,369
Pilot Point			\$ 631,656	\$ 631,656	115	\$ 5,493
Egegik			\$ 520,037	\$ 520,037	127	\$ 4,095
Valdez	\$ 16,105,813		\$ 266,628	\$ 16,372,441	4,486	\$ 3,650
Skagway	\$ 789,339	\$ 1,439,288	\$ 200,978	\$ 2,429,605	816	\$ 2,977
Unalaska	\$ 3,883,672	\$ 5,136,874	\$ 2,744,734	\$ 11,765,280	4,251	\$ 2,768
Saint Paul		\$ 409,695	\$ 1,665,229	\$ 2,074,924	764	\$ 2,716
Bristol Bay Borough	\$ 1,542,313		\$ 1,245,863	\$ 2,788,176	1,270	\$ 2,195
Juneau, City & Borough of	\$ 22,955,513	\$ 21,366,928	\$ 1,628,624	\$ 45,951,065	30,396	\$ 1,512
Dillingham	\$ 1,010,231	\$ 1,530,223	\$ 293,034	\$ 2,833,488	2,252	\$ 1,258
Akutan			\$ 501,686	\$ 501,686	420	\$ 1,194
Ketchikan	\$ 3,237,355	\$ 6,505,683	\$ 321,392	\$ 10,064,430	8,552	\$ 1,177
Petersburg	\$ 1,477,725	\$ 2,321,972	\$ 29,919	\$ 3,829,616	3,432	\$ 1,116
St. George			\$ 202,643	\$ 202,643	184	\$ 1,101
North Pole	\$ 357,034	\$ 1,386,453		\$ 1,743,487	1,631	\$ 1,069
Soldotna	\$ 388,243	\$ 3,920,987		\$ 4,309,230	4,092	\$ 1,053
Sitka, City & Borough of	\$ 3,460,592	\$ 5,535,028	\$ 150,438	\$ 9,146,058	8,733	\$ 1,047
Lake & Peninsula Borough			\$ 1,898,549	\$ 1,898,549	1,816	\$ 1,045
Haines	\$ 371,111	\$ 1,120,670		\$ 1,491,781	1,429	\$ 1,044
Homer	\$ 1,217,985	\$ 3,079,629		\$ 4,297,614	4,126	\$ 1,042
Nome	\$ 1,491,937	\$ 2,120,880	\$ 59,459	\$ 3,672,276	3,656	\$ 1,004
Kenai Peninsula Borough	\$ 36,908,696	\$ 11,264,619		\$ 48,173,315	48,098	\$ 1,002
Chignik			\$ 122,629	\$ 122,629	125	\$ 981
False Pass		\$ 59,984		\$ 59,984	64	\$ 937
Wasilla	\$ 553,962	\$ 4,047,727		\$ 4,601,689	4,917	\$ 936
Aleutians East Borough			\$ 2,183,802	\$ 2,183,802	2,355	\$ 927
Kodiak	\$ 588,752	\$ 5,518,872	\$ 93,096	\$ 6,200,720	6,749	\$ 919
King Cove		\$ 706,415		\$ 706,415	773	\$ 914
Cordova	\$ 1,120,123	\$ 1,106,081		\$ 2,226,204	2,467	\$ 902
Wrangell	\$ 839,195	\$ 1,435,398	\$ 18,857	\$ 2,293,450	2,543	\$ 902
Municipality of Anchorage	\$ 213,777,715		\$ 14,003,737	\$227,781,452	254,849	\$ 894
Craig	\$ 326,591	\$ 1,253,514	\$ 113,040	\$ 1,693,145	2,043	\$ 829
Seldovia	\$ 112,083	\$ 110,725		\$ 222,808	285	\$ 782
Ketchikan Gateway Borough	\$ 6,664,829	\$ 4,402,810	\$ 24,171	\$ 11,091,810	14,559	\$ 762
Yakutat, City & Borough of	\$ 209,452	\$ 358,139	\$ 31,787	\$ 599,378	833	\$ 720
Pelican	\$ 59,401	\$ 72,415		\$ 131,816	187	\$ 705
Denali Borough			\$ 1,320,115	\$ 1,320,115	1,899	\$ 695
Seward	\$ 423,664	\$ 1,567,909	\$ 84,666	\$ 2,076,239	2,999	\$ 692
Sand Point		\$ 570,802		\$ 570,802	870	\$ 656
Fairbanks North Star Borough	\$ 53,093,368		\$ 615,638	\$ 53,709,006	82,278	\$ 653
Kenai	\$ 1,133,914	\$ 3,400,151		\$ 4,534,065	6,971	\$ 650
Matanuska-Susitna Borough	\$ 33,286,942		\$ 242,836	\$ 33,529,778	52,669	\$ 637
Bethel		\$ 2,996,894		\$ 2,996,894	5,277	\$ 568
Palmer	\$ 408,665	\$ 1,926,360		\$ 2,335,025	4,167	\$ 560
Kotzebue		\$ 1,713,283	\$ 72,473	\$ 1,785,756	3,232	\$ 553
Nenana	\$ 132,977	\$ 83,105		\$ 216,082	440	\$ 491
Hoonah		\$ 414,111		\$ 414,111	906	\$ 457
Kodiak Island Borough	\$ 5,400,951		\$ 856,853	\$ 6,257,804	14,181	\$ 441
Cold Bay			\$ 45,673	\$ 45,673	120	\$ 381
Whittier	\$ 86,344	\$ 21,396		\$ 107,740	289	\$ 373
Haines Borough	\$ 530,258	\$ 357,526		\$ 887,784	2,421	\$ 367
Take		\$ 260,100		\$ 260,100	767	\$ 339
Unalakleet		\$ 234,832		\$ 234,832	803	\$ 292
Saxman		\$ 105,315		\$ 105,315	381	\$ 276
Fairbanks	\$ 4,865,869		\$ 3,337,088	\$ 8,202,957	31,850	\$ 258
Thorne Bay		\$ 132,565		\$ 132,565	625	\$ 212

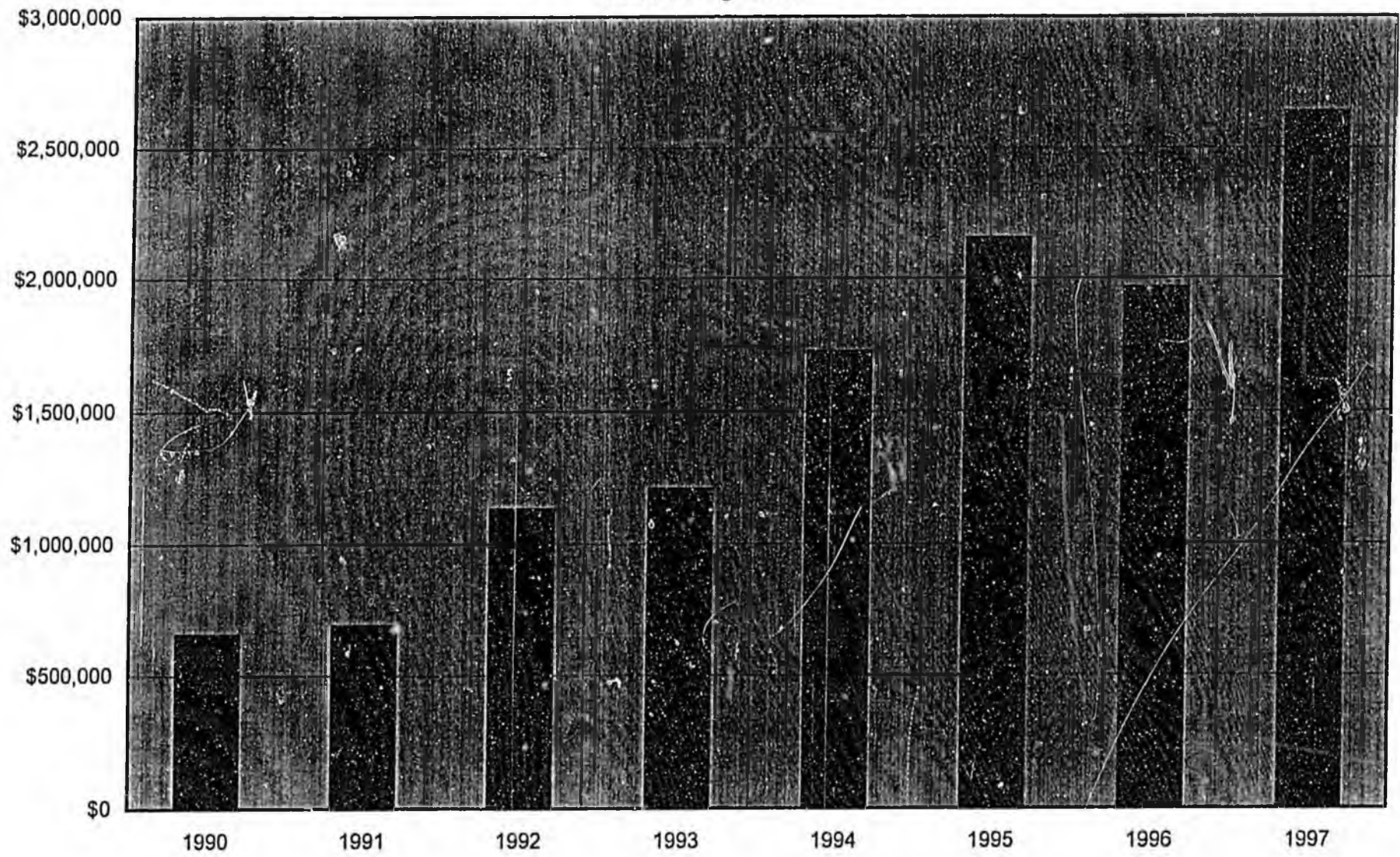
**TABLE 3A (cont.)  
1998 Per Capita Tax Revenues**

This table lists only those municipalities which levy a sales, severance, property or other type of local tax

Municipality	Property Tax (Inc. Oil & Gas)	Sales Tax	Other Taxes	Total Taxes Reported	Population	Per Capita Revenue
St. Michael		\$ 63,055		\$ 63,055	341	\$ 185
St. Mary's		\$ 82,980		\$ 82,980	504	\$ 165
Larsen Bay		\$ 18,850		\$ 18,850	120	\$ 157
Alakanuk		\$ 92,500		\$ 92,500	651	\$ 142
Bettles			\$ 4,214	\$ 4,214	32	\$ 132
Emmonak		\$ 105,715		\$ 105,715	820	\$ 129
Hydaburg		\$ 44,876		\$ 44,876	425	\$ 106
Angoon		\$ 60,000		\$ 60,000	616	\$ 97
Chevak		\$ 69,579		\$ 69,579	721	\$ 97
Quinhagak		\$ 51,172		\$ 51,172	567	\$ 90
Mountain Village		\$ 60,178		\$ 60,178	738	\$ 82
Tenakee Springs		\$ 7,351	\$ 2,054	\$ 9,405	116	\$ 81
Houston	\$ 78,070			\$ 78,070	994	\$ 79
Kotlik		\$ 39,849		\$ 39,849	552	\$ 72
Atka			\$ 7,968	\$ 7,968	111	\$ 72
Teller		\$ 18,244		\$ 18,244	265	\$ 69
Pilot Station		\$ 37,315		\$ 37,315	547	\$ 68
Kiana		\$ 28,301		\$ 28,301	415	\$ 68
Kotlik		\$ 36,848		\$ 36,848	543	\$ 68
Noorvik		\$ 42,773		\$ 42,773	631	\$ 68
Napakiaik		\$ 23,000		\$ 23,000	354	\$ 65
Eek		\$ 16,500		\$ 16,500	277	\$ 60
Savoonga		\$ 35,274		\$ 35,274	622	\$ 57
Shishmaref		\$ 30,000		\$ 30,000	542	\$ 55
Ouzinkie		\$ 13,332		\$ 13,332	246	\$ 54
Old Harbor		\$ 15,923		\$ 15,923	301	\$ 53
Eagle	\$ 8,146			\$ 8,146	165	\$ 49
Hooper Bay		\$ 49,396		\$ 49,396	1,012	\$ 49
Anderson			\$ 27,154	\$ 27,154	565	\$ 48
Kachemak	\$ 18,432			\$ 18,432	398	\$ 46
Nuiqsut		\$ 20,000		\$ 20,000	435	\$ 46
Scammon Bay		\$ 20,217		\$ 20,217	459	\$ 44
Kwethluk		\$ 29,212		\$ 29,212	672	\$ 43
Nunapitchuk		\$ 19,744		\$ 19,744	489	\$ 40
Nightmute		\$ 8,134		\$ 8,134	217	\$ 37
Aniak		\$ 19,037		\$ 19,037	578	\$ 33
Sheldon Point		\$ 5,614		\$ 5,614	177	\$ 32
Nondalton		\$ 5,761		\$ 5,761	221	\$ 26
Port Alexander		\$ 2,445		\$ 2,445	94	\$ 26
Kivalina		\$ 5,586		\$ 5,586	357	\$ 16
Toksook Bay		\$ 6,953		\$ 6,953	496	\$ 14
Manokotak		\$ 5,200		\$ 5,200	387	\$ 13
White Mountain		\$ 613		\$ 613	193	\$ 3

Average Statewide Per Capita Revenue (Including North Slope) \$1,173  
Average Statewide Per Capita Revenue (Excluding North Slope) \$ 848

**Municipal Bingo Net Profit**  
**(as reported on Municipal Audits and Financial Statements)**  
**FY 90 through FY 97**



FY 1997 Municipal Bingo Finances

City/Borough	Bingo Revenues (Net)	Bingo Gross Receipts	Bingo Expenditures
Akhiok	\$0	\$0	\$0
Akiak	\$0	\$0	\$0
Akutan	\$0	\$101,518	\$110,708
Alakanuk	\$23,395	\$84,358	\$60,963
Aleknagik	\$0	\$0	\$0
Aleutians East Borough	\$0	\$0	\$0
Allakaket	\$38,693	\$38,693	\$0
Ambler	\$0	\$0	\$0
Anaktuvuk Pass	\$0	\$0	\$0
Anchorage	\$0	\$0	\$0
Anderson	\$0	\$0	\$0
Angoon	\$0	\$0	\$0
Aniak	\$23,332	\$23,332	\$0
Anvik	\$0	\$0	\$0
Atka	\$0	\$0	\$0
Barrow	\$205,978	\$1,342,881	\$1,136,903
Bethel	\$0	\$0	\$0
Bettles	\$0	\$0	\$0
Brevig Mission	\$83,577	\$280,466	\$196,889
Bristol Bay Borough	\$0	\$0	\$0
Buckland	\$0	\$0	\$0
Chevak	\$0	\$0	\$0
Chignik	\$0	\$0	\$0
Chuathbaluk	\$0	\$0	\$0
Coffman Cove	\$0	\$0	\$0
Cold Bay	\$0	\$0	\$0
Cordova	\$0	\$0	\$0
Craig	\$0	\$0	\$0
Deering	\$0	\$0	\$0
Delta Junction	\$0	\$0	\$0
Denali Borough	\$0	\$0	\$0
Dillingham	\$421,555	\$421,555	\$0
Diomede	\$0	\$100,453	\$128,622
Eagle	\$0	\$0	\$0
Eek	\$27,631	\$145,013	\$117,382
Egegik	\$0	\$0	\$0
Ekwok	\$0	\$0	\$0
Elim	\$0	\$0	\$0
Emmonak	\$161,394	\$993,562	\$832,168
Fairbanks North Star Borou	\$0	\$0	\$0
False Pass	\$0	\$0	\$0
Fort Yukon	\$14,593	\$645,986	\$631,393
Galena	\$0	\$0	\$0
Gambell	\$89,725	\$180,203	\$90,478
Golovin	\$0	\$0	\$0
Goodnews Bay	\$24,676	\$69,749	\$45,073
Grayling	\$0	\$0	\$0
Haines	\$0	\$0	\$0
Haines Borough	\$0	\$0	\$0
Holy Cross	\$0	\$0	\$0
Homer	\$0	\$0	\$0
Hoonah	\$0	\$0	\$0

FY 1997 Municipal Bingo Finances

City/Borough	Bingo Revenues (Net)	Bingo Gross Receipts	Bingo Expenditures
Hooper Bay	\$73,055	\$74,479	\$1,424
Houston	\$0	\$0	\$0
Hughes	\$0	\$0	\$0
Huslia	\$82	\$16,000	\$15,918
Hydaburg	\$0	\$0	\$0
Juneau	\$0	\$0	\$0
Kachemak	\$0	\$0	\$0
Kake	\$0	\$325,114	\$341,062
Kaktovik	\$126,978	\$371,154	\$244,176
Kaltag	\$0	\$0	\$0
Kasaan	\$0	\$0	\$0
Kenai	\$0	\$0	\$0
Kenai Peninsula Borough	\$0	\$0	\$0
Ketchikan	\$0	\$0	\$0
Ketchikan Gateway Boroug	\$0	\$0	\$0
Kiana	\$0	\$0	\$0
King Cove	\$0	\$0	\$0
Kivalina	\$0	\$633,909	\$644,912
Klawock	\$0	\$0	\$0
Kobuk	\$0	\$0	\$0
Kodiak	\$0	\$0	\$0
Kodiak Island Borough	\$0	\$0	\$0
Kotlik	\$0	\$52,464	\$53,138
Kotzebue	\$61,157	\$657,164	\$596,007
Koyuk	\$3,036	\$56,978	\$53,942
Koyukuk	\$0	\$0	\$0
Kwethluk	\$4,874	\$86,656	\$81,782
Lake & Peninsula Borough	\$0	\$0	\$0
Larsen Bay	\$0	\$0	\$0
Marshall	\$16,145	\$57,945	\$41,800
Matanuska-Susitna Boroug	\$0	\$0	\$0
McGrath	\$0	\$0	\$0
Mekoryuk	\$0	\$0	\$0
Mountain Village	\$107,915	\$245,358	\$137,443
Napakiak	\$64,335	\$448,875	\$384,540
Napaskiak	\$0	\$0	\$64,073
Nenana	\$0	\$0	\$0
New Stuyahok	\$0	\$0	\$0
Newhalen	\$0	\$0	\$0
Nightmute	\$20,097	\$68,405	\$48,308
Nikolai	\$0	\$0	\$0
Nome	\$0	\$0	\$0
Nondalton	\$0	\$0	\$0
Noorvik	\$13,590	\$577,127	\$563,537
North Pole	\$38,036	\$38,036	\$0
North Slope Borough	\$0	\$0	\$0
Northwest Arctic Borough	\$0	\$0	\$0
Nunapitchuk	\$0	\$0	\$0
Old Harbor	\$0	\$0	\$0
Ouzinkie	\$0	\$0	\$0
Palmer	\$0	\$0	\$0
Pelican	\$0	\$0	\$0

FY 1997 Municipal Bingo Finances

City/Borough	Bingo Revenues (Net)	Bingo Gross Receipts	Bingo Expenditures
Petersburg	\$0	\$0	\$0
Pilot Point	\$0	\$0	\$0
Pilot Station	\$43,611	\$43,611	\$0
Platinum	\$0	\$0	\$0
Point Hope	\$40,760	\$40,760	\$0
Port Alexander	\$0	\$0	\$0
Port Heiden	\$0	\$0	\$0
Port Lions	\$0	\$0	\$0
Quinhagak	\$0	\$0	\$0
Ruby	\$0	\$0	\$0
Russian Mission	\$7,000	\$27,000	\$20,000
Saint George	\$0	\$0	\$0
Saint Mary's	\$9,628	\$184,304	\$174,676
Saint Michael	\$0	\$0	\$0
Saint Paul	\$0	\$0	\$0
Sand Point	\$60,430	\$501,484	\$441,418
Savoonga	\$0	\$1,638,404	\$1,638,404
Scammon Bay	\$0	\$0	\$0
Selawik	\$163,353	\$226,006	\$62,653
Seldovia	\$0	\$0	\$0
Seward	\$0	\$0	\$0
Shaktoolik	\$0	\$0	\$0
Sheldon Point	\$0	\$0	\$0
Shishmaref	\$0	\$78,068	\$78,068
Shungnak	\$0	\$0	\$0
Sitka	\$0	\$0	\$0
Skagway	\$0	\$0	\$0
Soldotna	\$0	\$0	\$0
Stebbins	\$73,919	\$95,613	\$21,694
Teller	\$149,830	\$1,572,602	\$1,422,772
Tenakee Springs	\$0	\$0	\$0
Thorne Bay	\$0	\$0	\$0
Togiak	\$0	\$0	\$0
Toksook Bay	\$89,370	\$116,668	\$27,298
Unalakleet	\$356,158	\$356,158	\$356,785
Unalaska	\$0	\$0	\$0
Upper Kalskag	\$0	\$0	\$0
Valdez	\$0	\$0	\$0
Wainwright	\$0	\$0	\$0
Wales	\$0	\$0	\$0
Wasilla	\$0	\$0	\$0
White Mountain	\$0	\$6,062	\$6,062
Whittier	\$0	\$0	\$0
Wrangell	\$0	\$0	\$0
Yakutat	\$0	\$0	\$0
<b>Totals</b>	<b>\$2,637,908</b>	<b>\$13,024,173</b>	<b>\$10,872,471</b>

## DEPARTMENT OF COMMUNITY & REGIONAL AFFAIRS

### **Mission**

To foster the development of self-reliant and productive individuals, families and communities by providing training, technical assistance and financial support.

### **Major Goals and Strategies**

#### **1 Strengthen Individuals**

- Provide individual Alaskans with the job training programs they need through the federal Job Training Partnership Act (JTPA) and the state-funded State Training and Employment Program (STEP).
- Provide employment and job training services via "One-Stop" centers and electronic linking of agency programs.
- Ensure that residents of small rural communities in Western Alaska get the maximum benefits from their participation in the Community Development Quota (CDQ) program, a fisheries development initiative.

#### **2 Strengthen Families**

- Improve the overall quality of life of low-income children and parents through a comprehensive Head Start program of education, health, nutrition, social services, parent involvement and career development.
- Ensure parents' access to affordable, high quality child care programs, allowing parents to take advantage of job training and work opportunities.

#### **3 Strengthen Communities**

- Increase the capacity of local government to effectively provide essential public services by providing communities training and on-site technical assistance.
- Enhance the availability and quality of basic local government services by providing financial assistance that supplements local revenue generation.
- Improve the safety and cost effectiveness of energy sources for power generation and heating in rural Alaska by constructing and repairing bulk fuel storage facilities.

- Ensure that the state's significant investment in rural water and sewer infrastructure is properly managed and maintained by providing technical assistance targeted at rural utility business management.
- Protect the State's investments in rural electric power systems through training of the local operators and utility clerks, and by providing technical and financial assistance to prevent disasters.

### **Key Performance Measures**

- All six CDQ groups will have met the goal and milestones set out in their respective CDQ Community Development Plans.
- Head Start is anticipating expanding services to an additional 200+ families raising the number of participating families from approximately 22% to 25% throughout the 92 communities served.
- Child Care Programs should expand service to up to twenty five communities through grants in those communities. On average, over 5,960 children will be served each month.
- Bulk fuel storage facility problems will be fully resolved in up to eight communities by constructing new facilities.
- Technical and financial assistance will be provided to rural communities that have lost the ability to generate or transmit power.
- 12 more rural communities will have been provided adequate utility bookkeeping systems.
- In partnership with banks, issue at least 15 RDIF loans to start, strengthen or expand businesses.
- Support 12 regional economic development organizations serving urban and rural areas through the ARDOR program.

**Major Changes and Key Issues**

**Focus Tightened for Division of Community and Rural Development**

The department envisions the remaining components of this division as being the lead in responding to welfare reform and work force development reform for the Knowles Administration where day care/child care and job training will be keys to success.

**State "One-Stop" Jobs Initiative Awarded Federal Grant**

The U.S. Department of Labor has awarded the State of Alaska a three-year grant to help the state implement its "one-stop" Work Force Development System. Three One-Stop Job Center sites are currently open in Juneau, Ketchikan, and Eagle River with an additional center due to open in Bethel before the end of the year.

**US Department of Labor Welfare to Work Grant**

The Department will be receiving a grant of approximately \$5.4 million over two federal fiscal years to provide assistance and support in moving the hardest-to-employ welfare recipients from dependency to self-sufficiency. The objective is to assure that welfare recipients find and retain unsubsidized jobs.

**Division of Energy Concentrates on Alternative Funding for Rural Programs**

The Division of Energy is concentrating its efforts working as facilitator and in partnership with federal offices and rural communities to obtain federal funds for bulk fuel repairs and upgrades, power systems upgrades and alternative energy.

**Power Cost Equalization Nears End of Funding**

A Governor's Blue Ribbon Panel is reviewing the structure, impact and funding of the program to make recommendations to the Governor and Legislature on ways of maintaining the objectives of the program within budgetary realities.

**Rural Utility Business Assistance Strengthened**

The RUBA program focuses on training local government staff to operate their utilities in a businesslike manner. In FY98 the Department received a \$500K grant from the Federal Environmental Protection Agency to expand the RUBA program. With that money and a realignment of existing staff, the division has sharply increased its efforts to assure that small rural utilities operate efficiently.

<b>Budget Summary</b>	<b>FY97 Actual</b>	<b>FY98 Authorized</b>	<b>FY99 Governor</b>
Designated/Statutory Program Receipts	\$0.0	\$99.8	\$99.8
General Funds	\$81,509.5	\$77,479.2	\$81,262.4
Federal Funds	\$18,067.4	\$34,968.2	\$45,308.9
Other Funds - Interagency receipts, etc	\$29,888.6	\$31,359.1	\$35,467.3
<b>TOTAL BUDGET</b>	<b>\$129,465.5</b>	<b>\$143,906.3</b>	<b>\$162,138.4</b>
Positions - Full-time	174	165	170
Part-time and Seasonal	7	5	3
<b>KEY PROGRAM AREAS (All Fund Sources)</b>			
SAFE Communities - Revenue Sharing	\$53,572.3	\$50,358.0	\$50,358.0
Child Assistance	\$24,005.2	\$25,656.8	\$32,780.6
Job Training Partnership Act	\$6,255.3	\$11,430.0	\$15,872.7
Energy Operations	\$2,287.3	\$1,841.7	\$2,305.4



Representative John Harris  
Alaska State Legislature

State Capitol, Rm. 110, Juneau, AK 99801-1182

MEMORANDUM

January 27, 1999

To: Representative Andrew Halcro, co-chair  
Representative John Harris, co-chair  
House Committee on Community and Regional Affairs

From: John Manly, committee staff *JM*

Subject: DCRA overview

The following DCRA personnel will be on hand for Thursday's committee overview of the department:

Lamar Cotten, Deputy Commissioner

— Remond Henderson, Dir., Division of Administrative Services

Percy Frisby, Dir., Division of Energy

Yvonne Chase, Dir., Division of Community and Regional Development

Ike Waits (for Pat Polland, Dir., Division of Municipal and Regional Assistance

Yvonne Chase will be participating by teleconference

# HOUSE COMMITTEE ON COMMUNITY AND REGIONAL AFFAIRS

## HOUSE COMMITTEE ON COMMUNITY AND REGIONAL AFFAIRS ORGANIZATIONAL MEETING

TUESDAY, JANUARY 16, 1996

Welcome to the House Committee on Community and Regional Affairs  
Representative Ivan M. Ivan, Chair

Representative  
Representative  
Representative  
Representative  
Representative  
Representative

Introduction of Committee Staff  
Ivan's Committee Aide Tom Wright  
Committee Secretary

Time and Days of Meetings  
Tuesdays and Thursdays, 1:00PM to 3:00PM  
Saturdays at a time to be announced, if necessary

We ask that committee members remain present in the committee room to sign committee reports so staff does not have to track you down for a signature.

### Rules

A quorum is necessary to vote to take any final committee action; a quorum for this committee is four members .

### Committee Hearing Requirements

Requests for hearings must be submitted to the committee before noon Thursday. A copy of all packet items must be submitted before 9AM the day before a scheduled hearing. Packets will be available for review by noon. If the packet items are received late, between 9AM and noon, the sponsor must deliver 10 copies to my committee aide. If packets are not complete by noon, the bill will be rescheduled to the next date allowed under the notification rules.

The following are to be included in bill packets:

- Sponsor statement
- Sectional Analysis (if necessary due to length or complexity)
- Fiscal note(s)
- Position papers from affected agencies or departments
- Any additional supporting material.

Committee substitutes will be requested through the Co-Chairs only.

Substantive amendments will require an additional public hearing. Major amendments must be submitted to the Chair at least 24 hours before the bill is to be heard.

Teleconferences will be scheduled upon request of committee members or the public if enough interest is shown on a particular bill. Please contact the committee aide for those teleconference requests.

Committee packets will be available by at least noon the day before a hearing.

A file drawer is available for each committee member in the file cabinet.

Bills will be heard in the order scheduled.

Bills may be scheduled for a time specific.

**Notice Requirement/Uniform Rules**  
Five day rule applies.

Previous Thursday rule applies.

**Subcommittees**

Assigned by the chair as needed. The sponsor of a bill will not be the chair of a subcommittee on that individual bill.

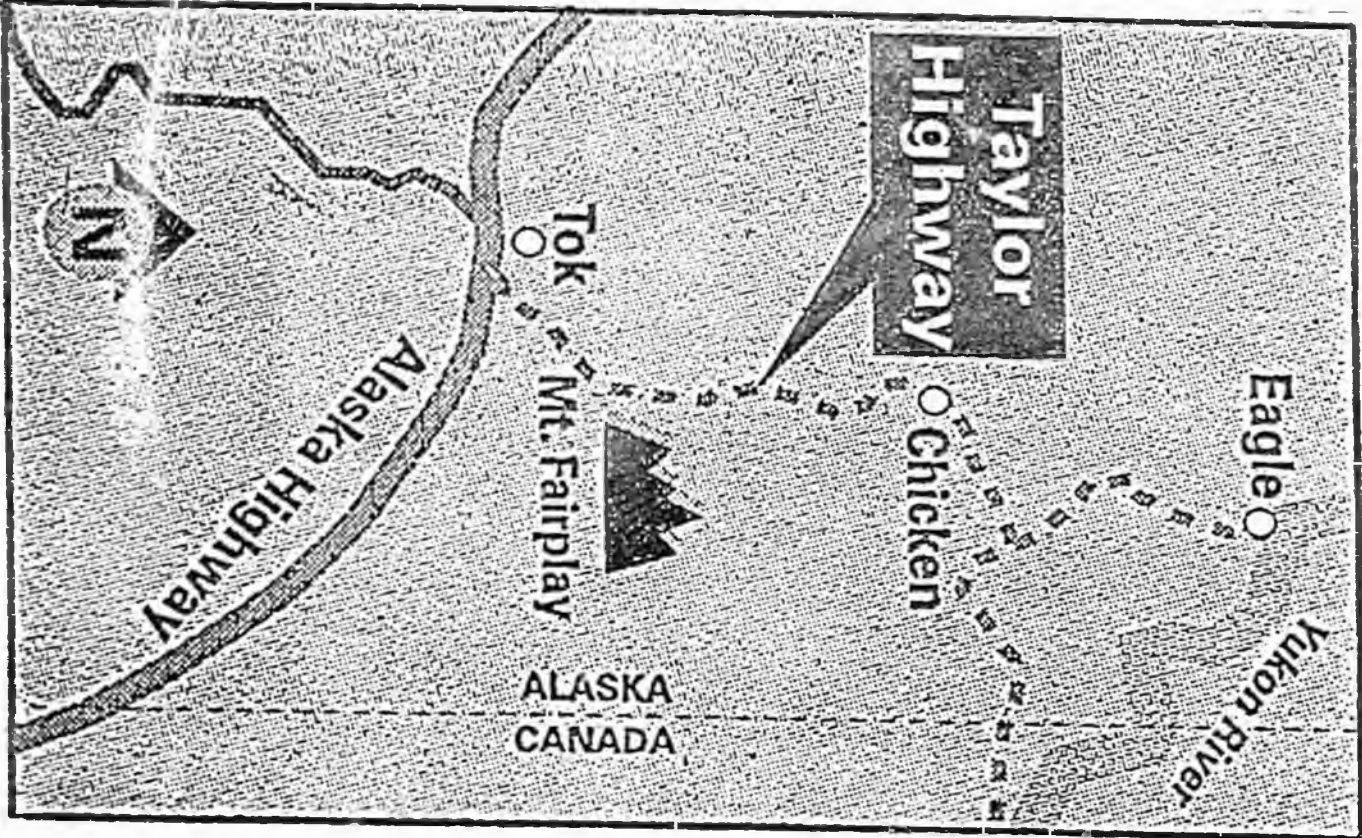
If you have any questions, please contact my committee aide, Tom Wright at 4942.

Oversight:

Seasonal

Road

Openings



ALASKA STATE LEGISLATURE

STATE CAPITOL, ROOM 418  
JUNEAU, AK 99801-1182  
(907) 465-4939  
FAX (907) 465-2418  
1-800-465-4939

CO-CHAIR  
COMMUNITY AND REGIONAL AFFAIRS

VICE-CHAIR  
LABOR AND COMMERCE  
TRANSPORTATION

SPECIAL COMMITTEE  
ECONOMIC DEVELOPMENT AND TOURISM



REPRESENTATIVE ANDREW HALCRO

District 12

INTERIM  
716 WEST 4TH  
ANCHORAGE, AK 99501  
(907) 269-0244  
FAX (907) 269-0248

March 4, 1999

Mr. Joe Perkins  
Commissioner  
Department of Transportation  
3132 Channel Drive  
Juneau, AK 99801

Transmitted by Fax  
(907) 586-8365

Dear Commissioner Perkins:

The House Committee on Community and Regional Affairs has scheduled an oversight hearing on the decision by the Department of Transportation to not open the Taylor, Denali, and Copper River Highways, the McCarthy Road, and the road from Nome to Teller and the three roads from Nome.

The residents of these areas depend on these seasonal roads for access. Many of these people have planned their food, fuel, and supply purchases based on the timely opening of these roads. With transportation in these areas already severely limited, I am concerned about how this decision will affect the people of these rural communities.

I would appreciate it if you, or someone from the Department of Transportation and Public Facilities would be available to answer these questions at the hearing scheduled on this matter for March 9, 1999 at 8:00 am.

Please let me know as soon as possible who from your Department will be available for the hearing.

Sincerely yours,

A handwritten signature in cursive script that reads "Andrew Halcro".

Andrew Halcro

File

# MEMORANDUM

# State of Alaska

Department of Transportation & Public Facilities  
Office of the Commissioner

TO: James R. Ayers  
Chief of Staff  
Office of the Governor

DATE: February 17, 1999

TELEPHONE NO: 465-3901  
TEXT TELEPHONE: 465-8652  
FAX NUMBER: 586-8365

FROM: *Perkins*  
Joseph L. Perkins, P.E.  
Commissioner

SUBJECT: Delay of Road Openings

The recent FY99 budget reductions for DOT&PF were allocated with a priority for continuing the current maintenance level of school bus routes and heavily traveled roads. Reductions were targeted to areas which will have the minimum impact on the citizens of the state. The following is a listing of state roads (no winter maintenance) which will have delayed openings this spring. Roads listed will be allowed to thaw naturally with no DOT effort for early opening. Exact date of opening after natural thaw is dependent on the weather but we have included our best estimate below. The projected cost savings for FY99 is \$316,000.

<u>Road Name</u>	<u>Projected Opening</u>
<u>Interior District</u>	
Taylor Highway (Mile 0 - 160)	June 1, 1999
Boundary Spur (Mile 0 - 13)	June 1, 1999
Eureka Road (Mile 0 - 2)	June 1, 1999
Denali Highway (Mile 60 - 129)	June 1, 1999
Tofty Road (Mile 0 - 15)	June 1, 1999
Fairbanks Creek Road (Mile 0 - 8.3)	June 1, 1999
Nome Creek Road (Mile 0 - 7)	June 1, 1999
<u>Southcentral District</u>	
McCarthy Road (Mile 0 - 60)	May 24, 1999
Denali Highway (Mile 0 - 60)	May 24, 1999
Copper River Highway (Mile 17 - 49)	June 1, 1999
<u>Western District</u>	
Teller Road (Mile 0 - 72)	June 30, 1999
Council Road (Mile 0 - 75)	July 15, 1999
Kougarak Road (Mile 0 - 84)	July 10, 1999
Glacier Creek Road (Mile 0 - 21)	July 10, 1999
Dexter Bypass (Mile 1/2 - 5)	June 30, 1999

All mining roads along the Steese Highway have routinely been left to melt open in the past.

cc: Annalee McConnell, Director, Office of Management and Budget  
Ron Clarke, Staff Assistant, Office of the Commissioner  
Debbie Sedwik, Commissioner, DCED  
John Shively, Commissioner, DNR  
Pat Pouchot, Legislative Director, Office of the Governor

	<u>Highway/Road</u>	<u>Cost Savings</u>	<u>Discussion</u>
1.	Taylor Highway a. Taylor Highway / Eagle	\$132,000	<p>Connects town of Eagle with Alaska Highway. Numerous mines along route. Agreement made to commit \$50,000 to open road in early March for miners to haul fuel. Road will be open for one week in early March to the South Fork of the 40 mile River. Fairly heavy tourism in area. Is connector to Canada (Dawson) from both Eagle and Alaska Highway. Tours start in mid-May.</p> <p>Part of loop route for tours. Dawson to Eagle by water - out of Eagle by road.</p>
	b. Boundary Spur (Top of the World Highway)	\$ 10,500	<p>Connects Alaska Highway and Eagle with Dawson, Yukon Territories. Accesses mines and used for tourism. Concern with opening expressed by Yukon government and major tourism companies.</p>
2.	McCarthy Road	\$ 8,700	<p>Connects town of McCarthy with Alaska road system. Access for residents and tourists. New bridge across Kennecott River is foot bridge. Fuel and other bulk supplies usually cross river ice to town. Delayed opening will increase cost of delivery of supplies as foot bridge will be only access. State owned airport is on McCarthy side of river.</p>
3.	Nome - Teller Road	\$ 35,700	<p>Connecting road from town of Teller to Nome. Supplies for Brevig Mission usually cross ice from Teller in spring. Will delay access for citizens of Teller and Brevig Mission to Nome. Construction materials to reconstruct store destroyed by fire in Brevig Mission need to cross ice. Some tourism impact Mining along road.</p>

4.	Denali Highway (MP 0 - 82)	\$ 13,000	Road connects commercial lodges at Tangle Lakes, MacLaren River, and Gracious House. Will impact visitors whose trip are already booked.
5	Nome / Council Road	\$ 34,700	Road connects Nome to community of Council. Mostly summer activities in Council. Mining along road, bird viewing and subsistence activities impacted.
6	Glacier Creek / Nome	\$ 10,100	Probably most active mining area in Nome. Road accesses active gold mines. Impact on mining.
7	Denali Highway (MP 82-129)	\$ 7,500	Opens a through route for tourist loop from Fairbanks-Cantwell-Paxton-Delta-Fairbanks (many alternatives)
8	Copper River Hwy. / Cordova	\$ 15,000	Road accesses important fish count station for Copper River fishing near Million Dollar bridge. Tourism access to Miles and Childs Glaciers, and the Million Dollar Bridge. Accesses Carbon Mountain Road under Construction.
9	Fairbanks Creek Road; Tofty Road / Manley; Eureka/Rampart	\$ 3,950	Accesses active gold mines.
10	U.S. Creek	\$ 1,850	Accesses White Mountain National Recreation Area.
11	Kougarok Road / Nome Dexter Bypass	\$ 43,000	Recreation area, active mines, Pilgram Hot Springs, subsistence

# Anchorage Daily News

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Thursday, March 4, 1999

## Tour operators fume as state delays opening of some roads

The Associated Press

FAIRBANKS - The state Department of Transportation and Public Facilities says it can't cover the cost of opening roads - including the Taylor and Denali highways - before breakup this year.

That announcement has angered tourism operators, miners and residents from Eagle to Tok.

"It's not just Tok, it hurts the whole state," said Dianne Jenkins of the Tok Chamber of Commerce.

"All these people coming up and down (the Taylor) highway are headed to Fairbanks or Kenai or Anchorage," she told the Fairbanks Daily News-Miner on Tuesday.

The agency usually has the Taylor Highway opened by mid-April and the Denali Highway ready by the end of April. Those roads now will be opened after the spring thaw - probably around the first of June.

Other major land routes affected by the decision are the McCarthy Road, part of the Copper River Highway, and roads leading from Nome to western villages.

"The (DOT) commissioner was looking for something that impacted the fewest people we could, and still keep heavily traveled routes open without impact and keep the school buses running," said Ralph Swarthout, director of maintenance and operations for the agency's northern region.

The problem is that the agency recently sustained a nearly \$1 million cut in its current operating budget because of impacts from low oil prices.

Eliminating the early road openings will save \$316,000, the Northern Region's share of the statewide cut, said Dennis Poshard, special assistant to the DOT commissioner in Juneau.

Another higher-profile austerity measure will be extending Southcentral ferry service by only two weeks instead of a month as originally planned, for a savings of just over \$100,000.

Other operational savings around the state will come from such in-house reductions as less department travel and materials purchases, Poshard said.

"I think the majority of the rest are being absorbed in a way the public is not going to really notice automatically," Poshard said.

Local tourism operators bemoaned the decision Tuesday at a monthly meeting of the Fairbanks chapter of the Alaska Visitors Association. Brett Carlson, secretary of the local AVA chapter, told those there to call the agency about their concerns.

"Delayed (Taylor) maintenance until June 1 will very likely force the cancellation of established tours to Eagle and serious delays for visitors entering Alaska from the Yukon on the Top of the World Highway," said a "Call Today!!!" handout distributed at the meeting.

Holland America Westours recently spent \$4 million for a new boat to transport 110 people during each Yukon River trip between Eagle and Dawson.

Starting May 19, the tour company plans to drive visitors from Fairbanks to Eagle via the Taylor Highway. There, they will board the riverboat for a cruise upriver to Dawson City in the Yukon, a package tour that runs about \$500 per person, said Ken Bechtel, division manager in Fairbanks.

"We're looking at a \$50,000 to \$60,000 impact each day," he said. "If we can't get the people there, they can't get on our ship."

Expressions of concern were not limited to the Taylor Highway. Owners of lodges along the Denali Highway also were concerned about their early-season business.

The Mile 0 to Mile 60 portion of the Denali is expected to be open around May 24, with the rest of the highway ready June 1.

"I'm sure it will hurt our business something fierce," said Karen Eldridge, owner of the Paxson Inn and Lodge at the junction of the Richardson and Denali highways.

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## Budget crunch to keep roads shut until breakup

Wednesday, March 03, 1999

By **SEAN COCKERHAM**  
Staff Writer

The Alaska Department of Transportation says it cannot afford to open roads, including the Taylor and Denali highways, before breakup this year, a declaration that has upset tourism operators, miners and residents from Eagle to Tok.

"It's not just Tok, it hurts the whole state," said Dianne Jenkins of the Tok Chamber of Commerce. "All these people coming up and down the (Taylor) Highway are headed to Fairbanks or Kenai or Anchorage."

DOT usually has the Taylor Highway opened by mid-April and the Denali Highway by the end of April. Now those roads will be opened after thaw, likely the first of June.

Other major roads affected by the decision are the McCarthy Road, part of the Copper River Highway and the roads leading from Nome to western villages.

"The (DOT) commissioner was looking for something that impacted the fewest people we could, and still keep heavily traveled routes open without impact and keep the school buses running," said Ralph Swarhout, director of maintenance and operations for DOT's northern region.

The problem is that DOT was recently hit with a nearly \$1 million reduction in this year's budget in response to low oil prices.

Eliminating the early road openings will save \$316,000, the Northern Region's share of the statewide cut, said Dennis Poshard, special assistant to the DOT commissioner in Juneau.

Another higher-profile austerity measure in the state is to expand Southcentral ferry service by only two weeks instead of a month as planned, for a savings of just over \$100,000.

The other cost savings around the state will come from in-house reductions, such as less department travel and purchasing of material, Poshard said.

"I think the majority of the rest are being absorbed in a way the public is not going to really notice automatically," Poshard said, adding that they will have long-term impacts.

The public is certainly taking notice of the plan to not open the roads before breakup.

Local tourism operators bemoaned the decision Tuesday at a monthly meeting of the Fairbanks chapter of the Alaska Visitors Association. Brett Carlson, secretary of the local AVA chapter, told those present to call DOT with concerns.

"Delayed (Taylor) maintenance until June 1 will very likely force the cancellation of established tours to Eagle and serious delays for visitors entering Alaska from the Yukon on the Top of the World Highway," said a "Call Today!!!" handout at the meeting.

Holland America Westours just spent \$4 million for a new boat to transport 110 people during each Yukon River trip between Eagle and Dawson.

Starting May 19, the tour company plans to use the Taylor when driving visitors from Fairbanks to Eagle. Then, they will board the riverboat for a cruise upriver to Dawson City in Canada, a package tour that costs about \$500 per person, said Ken Bechtel, division manager in Fairbanks.

"We're looking at a \$50,000 to \$60,000 impact each day," he said. "If we can't get the people there, they can't get on our ship."

Eagle Mayor Jerry Nelson cited the tourism loss to his community in a Tuesday phone interview. People in the isolated community are also concerned about shipping in building materials to take advantage of the short building season, he said.

In addition, the mayor said, if the road is allowed to thaw naturally, the melting ice will wash out the road.

"So they are going to have to spend the money later as now, is our contention," Nelson said.

DOT officials say they do expect some road damage, but they always send maintenance crews out to the roads to get them ready.

"We are just going to be doing that later and it may be slightly worse," said Poshard, adding that the \$316,000 in savings includes such considerations.

DOT will make a push to allow fuel to be delivered to miners on the Taylor Highway from Tetlin Junction to the south fork of the Fortymile River. That southern half, Mile 0 to 75 of the Taylor, will be opened for traffic from March 25-31.

DOT has heard complaints from miners about not opening the road.

"It would have a very serious impact I would think," said Curt Freeman, a mining consultant with Avalon Development. "Mineral activity along the Taylor Highway has picked up drastically the last two years."

Worries are not limited to the Taylor. Owners of lodges along the Denali Highway are concerned about early-season business. Mile 0 to 60 of the Denali is expected to be open around May 24, with the rest of the highway coming on-line June 1.

"I'm sure it will hurt our business something fierce," said Karen Eldridge, owner of the Paxson Inn and Lodge at the junction of the Richardson and Denali highways.

Some, like the mayor of Eagle, think DOT will go ahead and open the roads early in the end.

"I've been here well over 20 years," Nelson said. "This stuff has come along a dozen times . . . always at the last moment they do something."

Staff Writer Patricia Jones contributed to this report.

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**This little piggy went to market...**



## Taylor Highway may be closed until June

A Whitehorse Star Archive story originally published February 25, 1999

By Jason Small

Dawson City may have no connection to Alaska into June this year.

The Alaska government has announced it will not clear snow from the Taylor Highway in May, as it normally does, and as is done on the Canadian side, the Top of the World Highway.

The Alaskans said that due to budgetary restraints, they will hold off the usual clearing and let the gravel road melt off on its own. This will see the American side of the highway probably remaining closed until at least June 1.

Klondike MLA Peter Jenkins of the Yukon Party implored Transportation Services Minister Dave Keenan in the legislature yesterday to do something about the problem.

The minister replied that he has already sent a letter to his counterpart in Alaska.

The letter Keenan sent to the Alaskan Commissioner of Transportation and Public Facilities, Joseph Perkins, dated Feb. 22, asked the Alaskan government to reconsider opening the highway at its usual time of early May.

If the state cannot do it by then, the minister asked that it open the road by May 15, the usual time for the launch of the George Black ferry on the Yukon River between Dawson and West Dawson.

In the letter, Keenan points out that opening the road on time would help continue the growing tourism trade in the area.

"It's a little bit perplexing," Keenan said in an interview Wednesday of the Alaskans' decision not to clear off the road.

"This would be very much to the detriment of both jurisdictions," the minister said.

One man who is worried about the situation is Denny Kobayashi, executive director of the Klondike Visitors Association in Dawson.

"We have serious, serious concerns of this," said Kobayashi, who was shocked when he first heard of Alaska's decision.

Kobayashi fears that if the road is not open in time, many American tourists will not even stop in the Yukon except to get gas in Haines Junction.

"This decision is going to cost the Yukon thousands of (visitors) and hundreds of thousands of dollars out of the Yukon tourism economy," he said.

There has been considerable work to extend the length of the summer tourism season in the area from just being three months long, he noted.

"This decision reverses all of that work and throws it away," he said.

Kobayashi is afraid that the extended closure will cause problems for the Yukon Queen boat which takes people between Eagle, Alaska and Dawson. The boat usually starts in May, but if the Taylor Highway isn't open in time, the buses which take people from Fairbanks to Eagle to get on the vessel will not get through.

Recently, both the Top of the World Highway and a portion of the Taylor Highway were chip sealed, to improve the road. As well, another part of the Taylor was widened.

Kobayashi thinks leaving the snow to melt off itself will deteriorate the road and undo some of the repairs that have gone into it.

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**Daily News - Miner**

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

Established in 1903

CHARLES L. GRAY  
Publisher EmeritusPAUL J. MASSEY  
PublisherKELLY BOSTLAN  
Managing EditorMARILYN ROMANO  
General ManagerSAM BISHOP  
Editorial Page Editor**Don't abandon roads**

The state's budget may be tight, but it's not so tight that we must start abandoning our road maintenance. The administration and, if necessary, the Legislature, should find some way to get the snow off our summer-only highways so they won't be damaged by melt water this spring and so people who rely upon them are not severely inconvenienced.

It's too late to announce that the state will not peel back the drifts this spring on highways such as the Denali and Taylor. Individuals and businesses have commitments based on the availability of those roads. The state shouldn't even consider keeping the plows at home to save \$300,000.

If we need to save some money next year, the Legislature should be talking about spring plowing in budget subcommittees now. But for this year, the state needs to keep its promises.

Department of Transportation officials say they realize that leaving the snow on the roads will cause some damage that will cost money to repair, and they have worked that into their calculations of the savings.

However, people along these roads are justifiably skeptical. They've seen what one small melting snow drift, even plowed to one side, can do to a relatively dry road surface in just a few days. If the road bed has been soaked from snow left on its surface, as will happen if it's not plowed, the erosion will be even greater. If the roads are then driven upon before drying sufficiently, the damage can be compounded.

Debating the relative costs is speculative, though. The most important issue is the state's previous commitment.

If nothing else, the Legislature should obtain a supplemental appropriation for this work. The state must keep its promises to the people and businesses who have been relying upon the road's open status. Failing to do so will not only erode the road but also the state's reputation.

# Anchorage Daily News

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Sunday, March 7, 1999

## Road cuts

Symptom of a graver malady

By Daily News editorial staff

Folks in the tourism business are upset with the state. The Department of Transportation and Public Facilities has withdrawn some \$316,000 that would have been used to open roads in the Interior and western Alaska before breakup. The Taylor and Denali highways were on the list, as well as the McCarthy Road. The three provide access to major tourist destinations, including Dawson in the Yukon Territory.

Tour operators and those who depend on road traffic for their livelihood can't fathom DOT's decision. It seems shortsighted, even punitive, given that tourists begin to arrive in numbers as soon as the snow disappears. Why wait until the Midnight Sun is casting a golden glow to get out the road maintenance equipment?

The answer is simple: Budget cuts. As DOT Commissioner Joe Perkins says, "I have been here five years, and I have been cut every year."

Lawmakers and the governor don't have the money they had, and so far, the Legislature shows no interest in raising taxes. Gov. Tony Knowles' proposed gas tax, which would deliver an additional \$25 million annually for roads, hasn't even had a hearing.

We are not going to have the roads, facilities and services we have enjoyed since Prudhoe Bay began pumping if we don't spend new money - whether from taxes, Alaska Permanent Fund earnings or the body of the fund itself.

The tour operators and others who are unhappy are just like the rest of us: They have grown accustomed to the state taking care of business at little or no cost to the people. This notion - that citizens are entitled to a vast array of services without paying a penny - is fantastic to people who live in New Jersey, Minnesota and California, where serious taxes are the norm. Eventually, it will become fantastic to us too.

The budget debate in Juneau may seem abstract, even unreal. It's not. The effects are palpable, as this road tale demonstrates, and it's a tale that will be told, in many forms, over and over.



## Interior scraping along with below-normal snowfall

Tuesday, March 02, 1999

By **TIM MOWRY**  
Staff Writer

While the Cold Snap of 1999 ended three weeks ago, the Snow Drought of 1998-99 continues in the Interior.

With only 26.2 inches of snow at the Fairbanks International Airport, this winter will rank No. 3 on the all-time list of lowest seasonal snowfalls if no more snow comes. And the experts don't expect much more.

"Unless we get a meteorological miracle it does not look like there's going to be much change," said meteorologist Ted Fathauer at the National Weather Service office in Fairbanks.

"It's not looking good," said Fathauer, an avid downhill skier. "Based on the law of averages, we'd be lucky to get 2 or 3 inches of snowfall."

Snowfall typically drops off starting in March. Temperatures in the north Pacific Ocean and Bering Sea are at their coldest, resulting in very little evaporation. The air circulation pattern pushes clouds out of the Tanana Valley rather than drawing them in.

Fairbanks has received between 1 and 2 inches of snow since the weekend, but that will probably be the last snow for a while. The band of clouds that brought the snow is moving northeast out of Alaska, and dry northeasterly winds out of the Yukon Territory will soon make their presence felt in the form of colder-than-normal temperatures.

"That's a bad scene for snow up here," Fathauer said.

In an average year, Fairbanks gets almost 6 feet of snow -- about 70 inches -- and most of it has fallen by this time of year. The average snowfall for March is about 7 inches, and April's average snowfall is about half of that.

Comparing seasons through March 1, this winter ranks No. 8 on the low snowfall list. Of the seven winters with less snow on that date, six rank among the lowest 10 seasonal snowfalls on record.

"The statistics are pretty deathly," Fathauer said.

The winter of 1918-19 ranks as the year with the lowest snowfall ever recorded, with only 12.0 inches, of which 10.8 had fallen as of March 1. Only 22.9 inches of snow fell in the winter of 1952-53 and 19.8 inches was on the ground by March 1. No. 3 on the all-time low snowfall list is 1926-27, with 31.3 inches.

"We're going to have to climb to get that," Fathauer said.

While the Interior's snowfall has been below normal, that's not the case in other parts of the state.

Anchorage has had more than 5 feet of snow. Juneau has had almost double that. Nome has almost 6 feet, ranking this winter among the top 10 heaviest snow years in the Bering Sea coast village. Even down in Valdez, where the season snowfall is 6 feet below normal, almost 16 feet of snow -- 190.8 inches to be exact -- has fallen this winter.

Everywhere there is snow, it seems, except the Interior. Nonetheless, few in the Interior are really complaining.

Cross-country skiers started skiing on groomed trails in October, though it was marginal skiing for another month. Two of the area's three downhill ski areas have been open since December, only a week or two later than normal, and the third opened last month.

"This is the time for spring skiing," said Steve Birdsall at Mount Aurora Skiland on Cleary Summit. "We're hoping for some more snow."

About 2 inches of new snow fell at Skiland over the weekend, and it was still snowing Monday afternoon. "When we're used to getting an eighth of an inch, 2 inches feels like a real storm," Birdsall said.

With more daylight and warmer temperatures, March is the busiest month of the winter for downhill skiing and snowboarding. More snow means more business.

"We've got enough snow to get through," Birdsall said. "Even if we don't get any more snow, we're probably good for three or four more weeks."

"If we get some snow we could be open through the end of April," he said.

Mushers and snowmachiners haven't had the greatest trail conditions to travel, but they've been able to get around. There was plenty of snow for both the Yukon Quest International Sled Dog Race from Fairbanks to Whitehorse and the 1,971-mile Iron Dog Gold Rush Classic snowmachine race, which finished in Fairbanks on Saturday.

Trails in the White Mountains National Recreation Area north of Fairbanks are rougher and have more ice and overflow than normal, but snowmachiners, skiers and dog mushers are still lining up outside the Bureau of Land Management offices to reserve one of the area's 10 public use cabins for spring break, said recreation planner Randy Goodwin.

Some of the 200 miles of trail in the million-acre area are marginal, Goodwin said. "Lots of ice. Overflow. Thin snow cover," Goodwin said in summing up trail conditions.

The lack of snow cut down on use early in the season, especially for snowmachiners, Goodwin said. But with enough snow to get around now, cabins are almost filled up for the spring break in 1[1/2] weeks. Spring break is traditionally the time of year when use in the White Mountains peaks.

Goodwin said some new snow would make the spring break trips a lot more enjoyable -- and smoother.

"It would sure help the trails," he said. "We're only doing marginal grooming now because the trails are so hard packed. There's not much snow you can scrape up."

This marks the fourth straight winter Fairbanks has had below-normal snowfall, though none of the previous three comes close to this one. There was 56.1 inches in 1995-96, 67.2 inches in 1996-97 and 46.0 inches last winter.

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March 5, 1999

The Honorable Carl Morgan  
Alaska State Capital  
Juneau, AK 99801

RE: Taylor Highway Maintenance

Dear Mr. Morgan,

It is my understanding that maintenance will be delayed on the Taylor Highway until June 1. This delay in maintenance will have a strong economic impact on our operation. We have operated on the Taylor Highway for several years and depend on this road being maintained for the safe passage of our motorcoaches from Tok to Eagle. We have planned our tours and itineraries according to how the Taylor Highway has been maintained in previous years. It was a surprise to learn that maintenance this year was going to be delayed until June 1.

This year we will begin our operation on the Taylor Highway May 19. Our capacity for this tour is 110 passengers in each direction. If the Taylor Highway is inaccessible we will be forced to fly passengers between Tok and Eagle. With the cost of chartering aircraft to fly 220 people between Tok and Eagle at \$15,000 per day, we are looking at a total cost of \$195,000. If in the future we could not depend on the Taylor Highway being maintained as in the past, and we were forced to cancel operations until June 1 our company could see a potential revenue loss of \$1,478,620. This figure was calculated assuming 220 passengers traveling each day between Fairbanks and Dawson from May 19 to June 1. The price of the tour between Fairbanks and Dawson is \$517 per person.

I thank you for your time and appreciate any effort to support funding for the maintenance of the Taylor highway as it has been maintained in the past.

Sincerely,

A handwritten signature in cursive script that reads "Ken Bechtel".

Ken Bechtel  
Fairbanks Division Manager

**1999  
COORDCOMM**

**PRESIDENT**

**Kathy Helfrick**

Captain Bartlett Inn  
452-1888  
fax: 452-7674  
cbi@ptialaska.net

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**SECRETARY**

**Brett Carlson**

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**IMMEDIATE PAST PRESIDENT**

**Kathy Hedges**

ChenaHot Springs Resort  
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chenahts@ptalaska.net

# ALASKA VISITORS ASSOCIATION - FAIRBANKS

06 March 1999

House Committee on Community and Regional Affairs  
Alaska State Legislature  
State Capitol, Room 418  
Juneau, AK 99801-1182

Dear Committee Members:

The Alaska Department of Transportation [DOT] recently announced plans to delay the opening of the Taylor and Top of the World Highways until June 1<sup>st</sup>. In making this announcement the DOT stated that the Taylor and Top of the World Highways were targeted for a delayed opening because the action would have a "minimum impact on the citizens of the state". Alaska Visitor Association - Fairbanks [AVA-Fairbanks] is a trade association representing the interests of the Fairbanks/Interior visitor industry. Since the DOT's announcement, AVA-Fairbanks has received a strong message from both its small and large business members that a delay in the opening of the Taylor and Top of the World Highways will have significant short and long-term impacts on the economic well-being of their businesses.

Specific concerns in regards to the delayed road opening include the following:

*The traditional summer visitor season in Alaska has always been a short one. In recent years, significant monies and energies have been expended by visitor industry businesses, the Fairbanks Convention & Visitors Bureau, and the State of Alaska to expand the traditional summer visitor season earlier into May and later into September. These "shoulder season" visitors bring critical incremental revenues to visitor industry businesses at a time of year when their attractions and their accommodations would otherwise be empty. Delaying the opening of one of only two "gateway" highways into Alaska does nothing to help Fairbanks/Interior visitor industry businesses convert their significant marketing investment into visitor industry dollars.*

*The delayed highway opening puts at risk a strong and positive visitor industry marketing partnership between Fairbanks/Interior and Dawson City/Yukon that has been years in the making. Currently, the Klondike Visitors Association [Dawson City] and Tourism Yukon [Yukon Territory] spend millions of dollars each year promoting the Gold Rush heritage of the far north. Nearly all the visitors who are successfully persuaded to visit Dawson City continue their travels into Alaska via the Top of the World and Taylor Highways. Each of these visitors contribute important dollars to the highway communities of Eagle, Chicken, Tok, Delta Junction, and North Pole before arriving in Fairbanks. If the opening of the Taylor and Top of the World Highways is delayed until June 1<sup>st</sup>, on May 15<sup>th</sup> the George Black Ferry will begin ferrying visitors across the Yukon River who will then embark on their journey toward Alaska only to find Alaska "closed for business".*

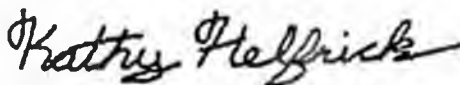
*Alaska has become a truly world-class visitor destination, and Alaska's visitor industry has become one of the major players in an increasingly diversified Alaska economy. Remaining a world-class visitor destination requires delivering the Alaska visitor a superlative experience that will in turn result in increasing numbers of repeat and word-of-mouth visitors. Thousands of visitors have already finalized a May/June 1999 Alaska travel itinerary that includes May travel on the Taylor and Top of the World Highways. These same visitors have already made reservations and paid deposits to reserve lodging and attraction space throughout Alaska, and thus do not have the flexibility at this late date to switch their travel on the Taylor and Top of the World Highways from the inbound portion of their Alaska itinerary to the outbound portion. Does Alaska, as a world-class visitor destination, believe it's acceptable to invite visitors to Alaska who will arrive in Alaska only to find that a closed highway has rendered their pre-planned and pre-booked Alaska travel itinerary useless?*

*A major tour operator, currently bringing tens of thousands of visitors to Fairbanks each summer, has invested over 4 million dollars to build a 110-passenger boat that will travel between Dawson City and Eagle this summer. A new dock facility has been built in Eagle to accommodate the new boat. Beginning May 19<sup>th</sup> the tour operator plans to operate two coaches per day on the Taylor Highway, as it tours guests on a route between Eagle, Chicken, Tok, Delta Junction, and Fairbanks. The delayed opening of the Taylor Highway will result in significant negative financial implications for the major tour operator, adversely impact the many small Eagle, Tok, Delta Junction, and Fairbanks businesses that cater to the operator's customers, and disappoint thousands of Alaska visitors who have dreamed about, planned for, and saved for the vacation of a lifetime. The long-term implications are equally ominous --- a major tour operator has boldly invested millions of dollars in infrastructure and millions more in marketing to bring visitors to Fairbanks and Interior Alaska during the critical "shoulder season" --- will this major tour operator continue to make this investment? --- if not, the long-term economic impacts to Fairbanks/Interior visitor industry businesses will be severe.*

In a state where the Governor proudly and repeatedly declares the state "open for business", one would hope for a recognition on the part of the Administration and the DOT that the existence of a stable operating environment is an important requisite for companies to make significant investments in the state of Alaska. Each year, hundreds of millions of dollars are invested by the visitor industry in Alaska to construct infrastructure and fund marketing efforts. These investments are made only when the industry is confident that the state will not rashly or suddenly take actions that put the investments at risk. Closing a previously opened road with no public input and mere months of prior notice clearly qualifies as a rash and sudden action.

AVA-Fairbanks and its visitor industry members, like all Alaskans, recognize and appreciate the difficult funding decision faced by the DOT. Further, AVA-Fairbanks accepts that DOT has attempted to target for funding reductions those areas that it believes will have "minimum impact on the citizens of the state". Yet, the AVA-Fairbanks has heard loudly and clearly from its many Fairbanks/Interior members, who depend on the visitor industry to put food on their table and a roof over their head, that delaying the opening of the Taylor and Top of the World Highways until June 1<sup>st</sup> will have significant negative economic impacts that will last far beyond June 1<sup>st</sup> 1999. On behalf of its membership, AVA-Fairbanks urges members of the House Committee on Community and Regional Affairs to work with the DOT to restore the maintenance funding for the Taylor and Top of the World Highways necessary to ensure the highways are "open for business" in the spring of 1999.

Sincerely



Kathy Helfrick  
President, AVA-Fairbanks

cc: Interior Delegation  
Department of Transportation and Public Facilities

# CALL TODAY!!!

## 1999 Spring Maintenance Deleted For Taylor Highway And Top Of The World Highway

As part of the proposed budget cuts, the State Department of Transportation and Public Facilities (DOT&PF) has eliminated maintenance on the Taylor Highway and the Top of the World Highway until June 1, 1999. This delay means that residents and tourism businesses will be unable to travel the road until much later in the season. Call the people below or send an email or fax to let them know this road needs to be open. The state administration needs to hear from you and your friends now!

Discussion points are offered below to assist you in your effort. Thank you!

### THE ISSUE

DOT&PF's normal maintenance on the Taylor and Top of the World Highway includes thawing culverts and moving large snow patches to ensure a passable road by early May. Thawing culverts helps avoid road washouts and clearing the road early helps it dry out (takes about 2 weeks) before many vehicles start to use it. Drying out the road helps avoid ruts and potholes, which requires additional maintenance. Maintenance must be moved up in time to ensure the highway is passable and dry by May 15. The Taylor Highway needs to be open from Tok to Eagle; the Top of the World Highway needs to be open from the junction with the Taylor Highway to Boundary. Reasons are noted below.

*The visitor industry has worked long and hard to extend the "shoulder season" beyond the peak summer months. Delayed maintenance until June 1 will very likely force the cancellation of established tours to Eagle and serious delays for visitors entering Alaska from the Yukon on the Top of the World Highway. There has been no advance warning to companies booking these tours or to travelers driving these highways!*

*Tourism provides jobs and significant, direct economic benefits to the state's economy. (Corporate taxes alone contributed about \$70 million into state coffers.) Tourism is also touted as a public-private partnership. Yet, the cutback in state maintenance on these highway routes will jeopardize private investments made in equipment, inventory and facilities, and raises concerns about the state's commitment to tourism.*

*Visitor traffic on the Taylor Highway is greater than might be known. on May 19, Grayline Tours begins their annual operation running two passenger coaches per day, seven days a week, to Eagle. Princess Tours starts the same time and will operate one coach, four times a week on this same route. Each coach holds 42 people. On any given day, 84-126 visitors*

*on a package tour use this highway. This is in addition to independent travelers and residential traffic.*

*A new 112-passenger boat for use on the Yukon River will go into service this year, departing from Eagle. In addition, a new dock facility has been constructed for the boat. If visitors cannot be brought up the Taylor Highway to access the boat, the company who owns these improvements will not recoup their costs.*

*The ferry from Dawson City across the Yukon River starts operating between May 15 and May 20. The Top of the World Highway needs to be cleared to provide through road connections from Canada to Alaska. Eliminating maintenance until June 1 makes no sense in light of the state's successful, special marketing efforts to increase highway travel last year.*

*Although the traffic on this road may be less than on others, these highways serve as the lifeline for residents and businesses in Eagle, Tok, Chicken and Dawson City. These communities will suffer economically because the highway is impassable preventing visitors from spending money and enhancing the local economies.*

**PLEASE CONTACT THE FOLLOWING:**

Commissioner Joseph Perkins  
Phone: 907-465-3901  
Fax: 907-586-8365  
Email: [joe\\_perkins@dot.state.ak.us](mailto:joe_perkins@dot.state.ak.us)

Northern Region Director, Tony Johansen  
Phone: 907-451-2211  
Fax: 907-451-2333  
Email: [tony\\_johansen@dot.state.ak.us](mailto:tony_johansen@dot.state.ak.us)

# ACROSS THE HIGH PLATEAU... (DAWSON TO FAIRBANKS)

Here you are literally on top of it all. That spellbinding, spectral land you've read about stretches out ahead for miles. This is the land that used to be London's. Now it's yours, and for those who make the trek over the Top of the World Highway from Dawson to Fairbanks, the journey will never be forgotten.

They are still here. The dreams that once frolicked deep in the heart of the Yukon. Past Jack Wade Camp and the tiny town of Chicken, south along the highway to Tok, the hopes and dreams of the people who came to this land more than 100 years ago still feel tangible.

But the junction of the Alaska Highway snaps you back from your reverie and drops you into 1997. So do what the miners did. Turn west and head for the big city, Fairbanks.

The first settlement that rises to meet road travelers is Tok, the state's official sled dog capital. There are several major convenience store/gas station stops in Tok, so take advantage of the steaming hot lattes, restrooms, snacks and fuel.

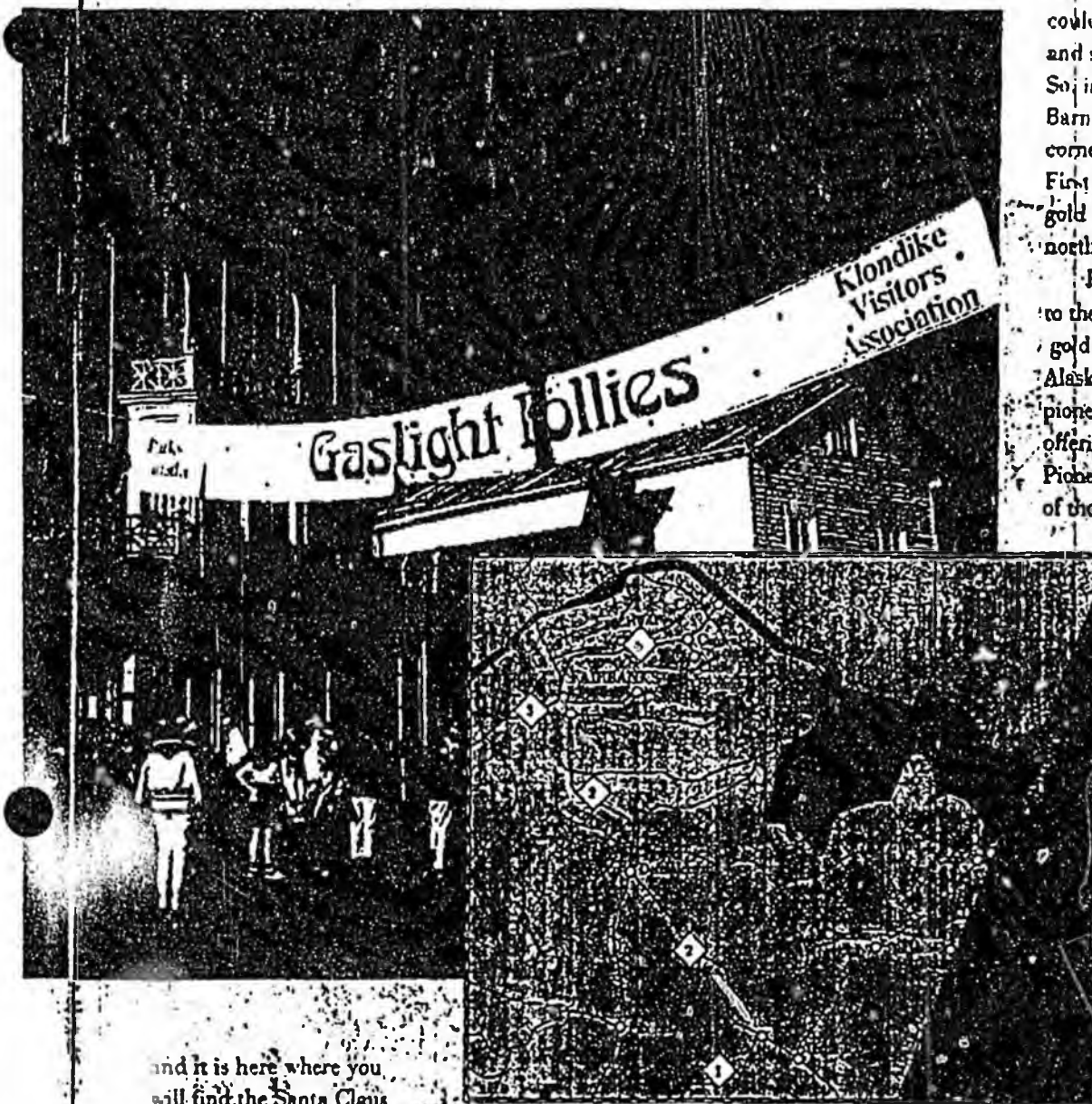
Other stops in town to make are the Alaska Public Lands



Photo courtesy of Yukon Department

Information Center, and the Yukon Information Center, housed in one building. The fortification of food, fuel and information will propel you down the road toward Delta Junction, where travelers will get their first glimpse of the trans-Alaska pipeline, which parallels the road. In 1942, this town was the official end of the Alaska Highway, although today the highway continues to Fairbanks. The town is also the official home to the 90,000-acre Delta Bison Sanctuary.

Along the road, travelers will pass through Big Delta, Selkirk and past Eielson Air Force Base before coming to the North Pole. Yes, Virginia, there is a North Pole.



and it is here where you will find the Santa Claus House, the Santaland RV Park and the Elf's Den Restaurant. During the Christmas season, children from around the world send their wish lists to Santa in care of his address at North Pole, Alaska. Volunteer elves spend the better part of November and December answering these thousands of letters and nailing them back to the children of the world, complete with a North Pole postmark. Older folks who are interested in joining the North Pole fun can send their Christmas cards, in bulk, to the North Pole post office and

have their cards hand-stamped with the North Pole cancellation mark. A check for the 32-cent postage per card must accompany the order.

After enjoying the early Christmas fun in North Pole, continue to Fairbanks.

This is the hub city of Alaska's heartland, established in 1901 by an ambitious leader by the name of E.T. Barnette who set out by sternwheeler, traveling along the Yukon River, to establish his trading post at Tanana Crossing. But the sternwheeler

could not navigate the fast-moving and shallow waters of that river. So instead the captain dropped Barnette at what is today the corner of Cushman Street and First Avenue. One year later, gold was discovered 16 miles north of Barnette's trading post. Fairbanks is still a city true to the mining spirit. A replica gold rush street can be found at Alaskaland, including original pioneer log cabins and a saloon offering a Cold Rush Revue. The Pioneer Museum chronicles the lives of those who made their fortunes in the interior, and each year residents celebrate their gold rush heritage during the 10-day Golden Days celebration in July.

At the University of Alaska, Fairbanks Museum, visitors will find the largest public display of gold in the state. But if living history is of more interest, you can check out a real gold mine or take a trip on a replica riverboat or visit a nearby gold dredge.

In Ester, 10 miles (16 km) from downtown Fairbanks, visit the historic Malamute Saloon, enjoy the salmon bake, take in the shows and see Ester Gold Camp, which is on the National Register of Historic Places.

Additionally, you can pan for gold or search for old gold dredges along the Steese Highway on your way to the Chatanuka Gold Camp, which removed more than \$70 million in gold from this area.

But gold mining is not just about Alaska's past. In modern day Fairbanks, it is still an important part of the economy.



# TOK CHAMBER OF COMMERCE

"Main Street Alaska"

P.O. Box 389  
Tok, Alaska 99780  
(907) 883-5887  
FAX 883-3682

February 25, 1999

STATE OF ALASKA  
Dept. of Transportation  
Juneau, Ak.

ATT: Commissioner Joseph Perkins  
REF: Taylor Highway - Spring maintainance

Dear Commissioner Perkins,

We are sure you have received many comments regarding the opening and maintainance on the Taylor Highway, which links Tok with Chicken, Eagle and Dawson City, Y.T.. We are very concerned with the present plan calling for little, if any, effort to open the Taylor before June 1, 1999.

Sir, this is much too late, the "natural" thawing & break-up will only present greater problems later in the summer months, and we still get many complaints when the road is properly opened and maintained.

Problems such as:

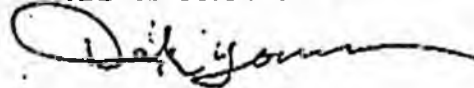
1. Culvert wash-outs due to lack of steam thawing as is usually done.
2. Excessive glaciering, again resulting in wash-outs.
3. More pot holes and rutting, as the road will not have time to dry before summer traffic begins moving on it.
4. Problems for residents and visitors alike. Eagle residents and businesses along the Taylor need to be able to get in for their supplies and to bring out equipment and building materials.
5. The State and private sector fight hard to get the out of state visitors to Alaska, be it on commercial tours, or as independent travelers. Now it is too late for changing bus schedules, RV park and lodging reservations. This plan mocks the States claim to want to build the "shoulder" seasons, at least in the rural areas.
6. Our Tok Mainstreet Visitor Center, run by the Chamber, saw 2,337 visitors between May 18 and May 31, 1999. Many were coming from, or heading, to Eagle or Dawson City.
7. Beginning May 19, 1999, Grayline & Princess Tour companies will have a minimum of two coaches a day on the Taylor Highway, to say nothing of the large motor homes coming across the Taylor. Is the Taylor Highway safe for them?

If view of the above considerations, we ask that you reconsider and start opening the Taylor Highway no later than May 1, 1999, and preferably by April 26th. This would show concern for our residents and visitors alike.

We thank you for your time, and await your response.

Respectfully,

TOX CHAMBER OF COMMERCE  
BOARD OF DIRECTORS



H. Dale Young, Jr.  
President

HDY/dj

cc: GOV. KNOWLES

T. JOHANSEN - No. District

SEN. LINCOLN

REP. MORGAN

AVA

T. GARRETT-DOT



# SCHOOL DISTRICT

P.O. Box 226, Tok, Alaska 99780

907-883-5151

Fax: 907-883-5154

March 4, 1999

Fax: (907)465-2197

Dear Representative Morgan:

We are writing with our concerns about the delayed opening of the Taylor Highway. This decision has placed an undue burden upon the community of Eagle and the Alaska Gateway School District. The people in the area depend on the road system for their fuel and food supplies. Air transportation as an alternative to the highway is excessive.

We request that you reconsider your decision to delay opening the highway to Eagle.

Sincerely,

James W. Elliott  
Superintendent

**"Where Teachers Are The Gateway To Learning"**

Dot Lake  
907-882-2063  
FAX: 907-882-2112

Eagle  
907-547-2210  
FAX: 907-547-2303

Merista  
907-291-2287  
FAX: 907-291-2225

Northway  
907-778-2287  
FAX: 907-778-2221

Tok  
907-883-5161  
FAX: 907-883-4186

Tanacross  
907-883-4381  
FAX: 907-883-4388

Totin  
907-624-2104  
FAX: 907-334-2114

March 4, 1999

Senator Georgianna Lincoln  
Representative Carl Morgan  
State Capitol  
Juneau, AK 99801

Dear Legislators:

Can you help us?

Commissioner Perkin's announcement that the McCarthy Road, among others, would not be plowed this spring has caught this community unprepared.

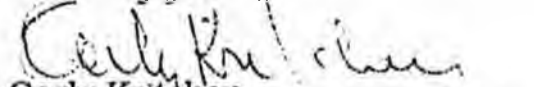
DOT&PF usually plows our road the latter part of March, allowing a decent freighting window into McCarthy and adjacent areas while there is still a strong ice bridge over the Kennicott River. Local residents and businesses count on this window to bring in essential supplies for the year, especially diesel fuel for generators and avgas for the flying services.

This is a resourceful and energetic community. If we had been notified of the non-plow decision back in October, we could have set up alternative freighting schedules. Waiting until the end of February to tell us has thrown a real monkey wrench in our lives.

Please bring your influence to bear on the Commissioner to help us by plowing the McCarthy Road this year in a timely fashion, not all that big a job given the present light snowpack. It wouldn't hurt to remind him as well that if he plans on not plowing next winter, we would like to know about it now, not March 1st, 2000.

Thank you for whatever help you can offer.

Sincerely yours,

  
Carly Kritchén  
President

cc: Commissioner Perkins

MAR 8 - 1999



# ALASKA MINERS ASSOCIATION, INC.

3305 Arctic #202, Anchorage, Alaska 99503 FAX (907) 563-0225 Telephone: (907) 563-9229

March 8, 1999

Representative Andrew Halcro  
Alaska State House of Representatives  
Capitol Building  
Juneau, AK 99801

RE: Seasonal Road Openings

Dear Representative Halcro,

Thank you for the opportunity to comment on the issue of snow removal and opening of seasonal roads in the state. This is indeed an important issue for the mining industry and we appreciate you holding a hearing on the topic.

The discussion over snow removal and opening seasonal roads has thus far focused primarily on the impacts on the tourism industry and the communities. There will also be very adverse impacts on several small businesses that are mining and exploring in the areas being affected by these roads.

It is hard to know exactly how many mining operations will be impacted because each case is different and depending on other factors, individual miners may not operate every year. Most miners in the affected areas need the roads to get to their operations. They need access to begin preparing for the mining season, equipment maintenance, overburden pre-stripping, cleaning up from the winter storms and setting up their camps, etc. If these miners cannot get to their operations they will likely be forced to start mining a month or more late. When their entire mining season is only 120 to 150 days this becomes a tremendous hardship. Others must get fuel and equipment to a staging area from which they then travel overland on RS-2477s or other trails. This overland travel must be completed (by April 1\* if I am correct) due to possible damage to the tundra, rutting, etc. If those requiring overland travel do not get their fuel and equipment hauled to their minesite by that date they cannot operate and will be severely hurt and may go bankrupt as a result.

Our initial review of the impact on the miners in the same form as Commissioner Perkins' February 17, 1999 letter titled "Delay of Road Openings" is as follows:

<u>Interior District</u>	<u>Permitted Operations</u>
Taylor Hwy	4-6 *
Boundary Spur	8-9
Eureka Road	9-11
Denali Hwy (MP 60-129)	0
Toffy Road	8-10
Fairbanks Creek Road	5

Nome Creek Road	0
<u>Southcentral District</u>	
McCarthy Road	0
Denali Hwy (MP 0-60)	0
Copper River Hwy	0
<u>Western District</u>	
Teller road	3
Council Road	7
Kougarak Road	9-11
Glacier Creek Road	3
Dexter Bypass	<u>1</u>
	57 to 66

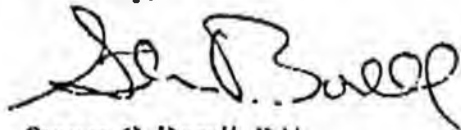
\* This number is almost certainly low as we are aware of possibly 25 operators in the entire Fortymile Mining District.

This means that the livelihoods of from 57 to as many as 66 mining families will adversely impacted by not opening the roads in a timely manner. This does not include others who are still exploring and do not yet need permits for major surface disturbance or others that will be receiving permits in the coming weeks before the season.

I am told by miners in the Fortymile District that an area where improvements could be made is the 8 hour/day schedule of the DOT workforce. If DOT crews would work 4, 12 hour days rather than their normal 5, 8 hour days their efficiency and cost effectiveness would be much greater. Also, if crews were staggered so the equipment was kept busy 7 days a week further efficiencies could be obtained. The travel time from Tok to the moving work site and back each day often consumes most of the work shift. Longer shifts would allow more time spent working for the same amount of driving time lost. I cannot say if this 8 hour schedule (without overtime requirement until 40 hours per week) is required by law, if it is still done, etc. but I have been told by area miners that this is how DOT has functioned in the past. This same problem may exist for other parts of the state.

Thank you for the opportunity to comment. We trust that both the Legislature and the Administration will recognize the severe burden that will fall on the miners, as well as the tour operators and communities if these roads are not opened in a timely manner.

Sincerely,



Steven C. Borell, P.E.  
Executive Director

cc: Commissioner Joseph L. Perkins, P.E.

**Subject: Taylor Highway Maintenance**

**Date: Sat, 06 Mar 1999 23:17:36 -0900**

**From: "Linda D. Nelson" <lindan@globalfrontiers.com>**

**To: Jonathon\_Lack@legis.state.ak.us**

Dear Jonathon Lack:

As the Mayor of Eagle it has recently come to my attention that our road maintenance crews are not going to work until the 1st of June. Our Eagle crew has informed me that if they are not able to thaw out the culverts nor rip out the glaciers before break-up the road will be washed away in many places. If this is allowed to happen they assure me that it will cost considerably more money to repair the road than to do normal maintenance.

We also are expecting Westours to start working early this season with twice the bus traffic from last season. Westours is the main resource for income in Eagle. The State has spent millions of dollars over the past ten years to upgrade the Taylor Highway for Alaska's increase in tourism. To neglect the culverts and glaciers now would only hinder tourism and cost more money. Please advise the City of Eagle on what you plan to do to help us with this travesty.

Jerry Ray Nelson, Mayor, City of Eagle

**Subject: Taylor Highway**

**Date: Sat, 6 Mar 1999 13:13:49 EST**

**From: Elvascott@aol.com**

**To: Jonathon\_Lack@legis.state.ak.us**

I am writing to you as the Assistant Mayor of the Eagle Common Council and President of the Eagle Historical Society and Museums in protest of the Alaska Department of Transportation's plan to eliminate the work to open the Taylor Highway this spring. We, the Eagle residents, are appalled with the planned demise of the Taylor Highway which this action would indicate is their attempt. In places it is little better than a goat trail and needs constant, early attention. The equipment and personnel are already in place; it only makes sense to use them. When the Taylor Highway had finally made the list of roads to be upgraded, we don't understand why the decision was made not to open the road this spring. Are rural residents to be treated as second or third class citizens in Alaska?

Don't any of the state agencies work together? On the one hand they encourage the small communities to develop a local economy and on the other hand they take away their means of doing so. The Taylor Highway is a key to this development and needs to be passable by the first of May or sooner each year.

The City of Eagle and the Eagle Historical Society and Museums have worked hard to restore many of the historic buildings in the community, to preserve its rich one hundred year old history and make it all available for the increasing number of tourists. One example of the result of this work is the travel companies who are now bringing coach loads of tourists to Eagle daily. The first groups are scheduled to arrive the middle of May and are dependent upon the Taylor Highway being passable. Please let us know what can be done to change the present DOT plans to eliminate the spring opening of the Taylor Highway.

Elva Scott, Eagle resident  
Common Council of Eagle  
Eagle Historical Society & Museums

Andrew Halcro, Committee Co-Chairman  
Jonathon Lack

March 8, 1999

In regard to opening roads on time.

A decision has been made to delay the opening of many rural roads. To let nature take it's course and melt ice and snow naturally. Unfortunately, nature can be very unkind. Nature can erode a dirt and gravel road to the point of unusable or no road at all. Then, how much will it take to make the roads usable again?

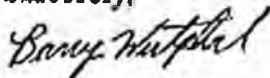
Most residents of Alaska depend on these seemingly unimportant road surfaces in some way, directly or indirectly. Residents have planned their activities around the opening of these roads. They need supplies. Our city council has projects planned that need to be completed before the tourists arrive. We need the roads open to get the materials. Maybe the tourists won't arrive this year because they can't get here. How is that going to effect our community and every other community in Alaska?

If the tourist trade is effected, the effect will be wide spread. First, the travel agencies will have headaches over the changes to travel arrangements for clients. Probably many will cancel their trip to Alaska. Most tourists don't come here just to see our cities. They have their vacation time arranged with their work, so if they can't change that, they will go somewhere else. Then, the reputation of the state is destroyed in the travel industry. "They didn't live up to their word about open dates that were published in the travel guides and publications. How are their inconsistent actions going to effect my vacation?" Travel agencies will be reluctant to put their reputation on the line next year because of the inconsistent actions of the state that will effect their clients. Can we live it down? The sad part is, our reputation is already soiled by the action taken. Even if the roads open on time, knowledge of the action is known and is having effect.

Effects keep going. Without the tourists, airlines, taxis, car rentals, hotels, restaurants, gift shops, gas stations, manufacturers and suppliers, etc., are effected. Alaskan businesses and employees suffer. Where does the effect of the loss of the dollar stop? For now, what I understand to be "a savings" of \$316,000, tourism trade, rural residents, local governments, etc., have been jeopardized and all the snowballing effects have been put into motion. How much money has this already cost the state and its' residents?

We need to look at the big picture and the long-term effects. Let's not take an action that will cost us far more than the initial savings. Open the roads on time.

Sincerely,



Barry Westphal, Eagle City Council

**Subject: Maintenance of the Taylor Highway**

**Date:** Sat, 06 Mar 1999 22:25:28 -0900

**From:** "Linda D. Nelson" <lindan@globalfrontiers.com>

**To:** Jonathon\_Lack@legis.state.ak.us

Jonathon Lack:

As a resident of the City of Eagle I am very concerned about the maintenance of the Taylor Highway not starting until June 1. This is bad news for several reasons.

First of all, I understand that the road will wash out in several places and will take a great deal of time and money to repair. The dangerous spots in the highway will not be monitored and fixed as needed.

Many of us have already planned on leaving in late April as usual for supplies, doctor appointments, and misc. other things.

Propane and fuel will not be delivered at the usual time, and many of us will run out of propane as we just barely make it through the winter.

Westours usually sends a crew in here in May prior to start up to prepare for the busy summer of tours. They will not be able to make it in by driving nor will the coaches be able to make it in when they plan to start the tours in mid May.

Some people that have plans of building already have materials scheduled to be delivered in late April or early May.

This plan has a lot of negative aspects and we hope that something will be changed.

Linda D. Nelson  
Eagle, AK

# NORTHERN ENERGY CORP.

P O. BOX 194  
TOK, ALASKA 99780  
Ph: 907-883-4251

MARCH 2, 1999

TO COMMISSIONER JOE PERKINS  
AK DEPT. OF TRANSPORTATION

FROM: JOHN BURNHAM  
OWNER/MANAGER

MR. PERKINS,

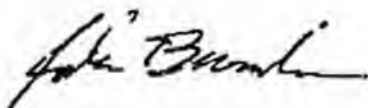
IT HAS BEEN BROUGHT TO MY ATTENTION THAT THE STATE D.O.T. IS PLANNING TO DELAY THE OPENING OF THE TAYLOR HIGHWAY TO EAGLE AND DAWSON UNTIL MAY 1, 1999. I FURTHER UNDERSTAND THAT A LIMITED ACCESS 'JUST ENOUGH TO GET BY' PILOT CLEARING WILL BE DONE FROM MILE ONE TO MILE 99.

NORTHERN ENERGY IS THE SOLE SUPPLIER OF PROPANE TO THIS AREA AS WELL AS A MAJOR SUPPLIER OF FUEL TO MANY OF THE MINERS AND BUSINESSES ON AND OFF OF THIS HIGHWAY. A TRAIL TO THE 'Y' WILL NOT HELP THE PEOPLE OF EAGLE OR THOSE LIVING ON THE ROAD TO EAGLE. FURTHER, I AM RELUCTANT TO SEND MY TRUCKS ON WHAT AMOUNTS TO AN UNMAINTAINED ICE ROAD. I WOULD LIKE TO KNOW WHO'S RESPONSIBLE FOR DAMAGE AND POSSIBLE ACCIDENTS CAUSED BY THIS LACK OF MAINTENANCE.

I BELIEVE A DELAY OF THIS LENGTH WILL CAUSE SHORTAGES AND INDIVIDUAL OUTAGES OF PROPANE FOR RESIDENTS AND BUSINESSES SERVICED BY THIS HIGHWAY. FURTHER, THIS WILL MAKE IT IMPOSSIBLE FOR SOME MINERS TO BRING FUEL TO THEIR CLAIMS AS THEY ARE ONLY PERMITTED TO MOVE THE FUEL OVER FROZEN RIVERS OR, THEY NEED THE HIGH WATER IN APRIL TO FLOAT FUEL TO THEIR CLAIMS.

I AM SURE OTHER MORE QUALIFIED WRITERS ARE INFORMING YOU OF THE ADVERSE ECONOMIC AND PERSONAL IMPACTS THAT THIS WILL CAUSE IN TOK, EAGLE DAWSON AND CHICKEN IF THIS PLAN IS FOLLOWED. ALL I WILL ADD IS THAT THEY ARE RIGHT. LOCAL BUSINESSES HAVE SPENT A GREAT DEAL OF TIME AND PERSONAL MONEY ADVERTISING THE TOP OF THE WORLD HIGHWAY AS AN ALTERNATE ROUTE TO THE ALASKA HIGHWAY, MANY TRAVELERS ALREADY FIND THIS ROAD A CHALLENGE, INCREASED SURFACE DAMAGE AND A POSSIBLE LATE OPENING WILL NOT MAKE OUR MARKETING ANY EASIER.

THANK YOU FOR TAKING THE TIME TO READ AND CONSIDER THIS LETTER.



SINCERELY