

ALASKA LEGISLATURE COMMITTEE FILES 1999-2000 8672

10033 HOUSE TRANSPORTATION

Subject: SB 237 --- ISSUES FOR EVALUATION

Date: Mon, 28 Feb 2000 02:16:23 EST

From: AEQUUS@aol.com

To: AEQUUS@aol.com, jgilmore@atsea.org, jim_keough@csxlines.com, Michael_M_Murphy@ccgate.apl.com, amydaugherty@gci.net, sharigross@compuserve.com, mikeszymanski@csi.com, glennr@pspafish.net, ROBSEI1@yahoo.com, Pat_Carter@legis.state.ak.us, mikej@specialexpeditions.com, claa@ktn.net, smadsen@pspafish.net, smj@gensteam.com, rmagee@totemocean.com, hmccarty@atsea.org, ti.rich@accessone.com, Tom_Hoguc@ccgate.apl.com, tom_cowan@csxlines.com, rtay_fismarine.com, StanBarer@aol.com, rgriffith@totemocean.com, mark@saltchuk.com, tim_perry@ccgate.apl.com, npfvoa@halcyon.com, seapilot@ilovejesus.com, Juli_Lucky@legis.state.ak.us, Kevin_Hand@legis.state.ak.us, Representative_Andrew_Halcro@legis.state.ak.us, seapa@ktn.net, Pssoaxd@aol.com, gauvin@msn.com, johnjehn@msn.com, MAREXPS@aol.com

February 27, 2000

MEMORANDUM

TO: Interested Alaska Vessel Operators
FROM: Randy Ray
AEQUUS Corporation

RE: SB 237 --- ISSUES FOR EVALUATION

ASSESSMENT OF RESPONSE RESOURCES and VESSELS

Assessment of coverage of existing spill responders.

Geographic area

Ability to meet SB 273 standards in all areas.

Gaps of existing responders

Cost estimates for filling gaps

Time estimates for filling gaps

Assessment of ability to meet containment and control of 15% of the maximum oil capacity of non-tank vessels within 48 hours by responders.

What is the number of affected non-tank vessels over 300 grt and where all do they transit and call that resources will be needed? (I have asked the fishing industry s and the USCG to provide numbers.)

STATEWIDE or REGIONAL COVERAGE

WA State maritime industry created a statewide default system for all non-tank vessel operators. Oregon did as well. Both states spread the cost among all vessels and provide coverage for small ports at no extra charge.

California set up a system where large ports and large vessels have carved out areas, and left small vessels and ports to fend for themselves.

Proposed Legislation for Alaska seems to follow California. Is that the intent?

IDENTIFICATION OF VESSEL ENTRY AND COMMUNICATION

In Washington State, a radar system manned by the USCG Vessel Traffic System overlays Puget Sound monitoring all cargo vessels over 300 gross tons and fishing vessels over 1600 grt. For all vessels who do not fall in to these categories, the Marine Exchange of Puget Sound tracks vessels for identification, enrollment into WSMC, central communication headquarters, and billing purposes for WA State Maritime Commission.

No such systems exist in Alaska. The USCG does not have radar outside of select areas. Many vessels are not even required to report into the USCG.

There is no central private marine communication center, and radio communication is very spotty in some areas.

For enforcement and response reasons, how will one create a tracking and communications system? How will one identify stray vessels?

FISCAL IMPACT

This Legislation will increase ADEC's administrative role. To properly oversee the program, new funds will be needed. What is the expected costs and source of income?

What is the most affordable method for the Maritime fleet for this Legislation? Oil companies have a better ability to absorb costs than a fishing vessel or cargo operator. Cost is a factor for this industry. Trade can move elsewhere, or fish bought from other places on the planet. How do we accomplish the goal of the sponsors in a cost effective manner?

QUESTIONS OF VESSEL INSPECTION

Essentially, the existing law gives ADEC the ability to inspect all aspects of a tank vessel or tank barge operations, including "operating and mechanical systems". Does ADEC now propose to inspect processing lines, fish gear, container operations, or should inspections be limited to oil issues?

CONCLUSION

These are the issues identified to date, more are likely to arise. Yet, answers to these questions will help us all create an effective and affordable response system for all vessels operators in Alaska and help protect Alaska's pristine environment for Alaskans and the world .

State of Alaska
Office of the Governor

Tony Knowles
Governor
P.O. Box 110001
Juneau, Alaska 99811-0001
NEWS RELEASE



Bob King
Press Secretary
Claire Richardson
Deputy Press Secretary
907-465-3500
FAX: 907-465-3533

FOR IMMEDIATE RELEASE: February 12, 2000

00-052

KNOWLES' BILL STRENGTHENS SPILL PREVENTION & RESPONSE
Railroad, Cruise Ships, Large Fishing Vessels Included in Expanded Safety Net

Governor Tony Knowles today transmitted legislation to the Alaska House of Representatives which expands the spill prevention and response safety net to include the Alaska Railroad and vessels such as cruise ships, cargo ships and large fish processors.

"Recent major oil spills on the Alaska Railroad and from a large vessel in Dutch Harbor illustrate the need to mend Alaska's oil spill prevention and response safety net," Knowles said. "Alaska has arguably the world's best spill prevention and response program, but only for vessels that carry oil as cargo, and for land-based oil facilities."

"Our current safety net does not extend to other oil carriers, such as larger fishing boats, container and cruise ships, or the Alaska Railroad, regardless of the volumes they carry and the fact that they travel in some of the most pristine and resource-rich areas of the state," said Michele Brown, commissioner of the Alaska Department of Environmental Conservation (DEC). "This bill will strengthen a weak link in the Alaska spill prevention and response safety net."

Most of Alaska's oil spills come from carriers that are not required to prepare for spill response. Since 1995, 93 spills totaling 5,286 gallons of oil came from regulated vessels and facilities. During this same period, 945 spills totaling 258,000 gallons of oil came from unregulated carriers.

Specifically, the non-tank vessels covered by this bill are defined as any watercraft of 300 or greater gross registered tons with an oil storage capacity of more than 6,000 gallons. These vessels include larger cargo and cruise ships, fish processors, and public vessels engaged in commerce, such as the Alaska State Ferries.

The bill requires these vessels to plan to respond within 48 hours to an oil spill of 15% of its maximum oil storage capacity, and clean up the discharge as quickly as possible with minimal damage to the environment. Vessel operators must also be financially able to respond to damages resulting from a spill.

Oil Spill Response Bill

-2-

February 12, 2000

Similarly, a railroad transporting oil as cargo would be required to plan to contain and control 15 percent of the oil storage capacity of the largest train within 48 hours and to clean up the spill as fast as possible. Railroads must demonstrate the financial ability to respond to damages based on the amount and type of oil transported.

The bill also requires the parties demonstrate the financial ability to respond to damages resulting from a spill.

The bill authorizes DEC to engage in a negotiated regulation making process that will identify innovative, efficient ways to meet these requirements. The contingency plan requirements of the bill would not take effect until June 1, 2001 to allow time for completion of the negotiated regulation making process.

The new financial responsibility requirements would take effect on September 1, 2000.

"Alaska is the only state on the West Coast that has not extended its contingency plan and financial responsibility laws to include these vessels," Brown noted. "Given recent spills from these vessels in our waters, it is time that we act to strengthen our laws as well."

-30-

For more information contact Charles Fedullo at 907-269-3784.

HB

384

FISCAL NO.

No: 1

STATE OF ALASKA
2000 LEGISLATIVE SESSION

NO. Bill Version: CSHB 384 (EDT)
BILL VE (H) Publish Date: 3/15/00
PUBLIS

Revision Date:
Title: *An Act establishing the Legislative
Road Development Task Force; and providing....
Sponsor: Representative Rokeberg
Requestor: Hse Spec Comm on Economic Dev...

Department Affected: Legislative Affairs Agency
BRU: Legislative Council
Component: Council and Subcommittees

COMPONENT SERIAL NO:

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 01	FY 02	FY 03	FY 04	FY 05	FY 06
PERSONAL SERVICES	0	0	0	0	0	0.0
TRAVEL	5.8	0	0	0	0	0.0
CONTRACTUAL	1.5	0	0	0	0	0.0
SUPPLIES	2.3	0	0	0	0	0.0
EQUIPMENT	0	0	0	0	0	0.0
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	9.6	0	0	0	0	0.0

CAPITAL	0	0	0	0	0	0.0
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REVENUE FUND SOURCE	0	0	0	0	0	0.0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	9.6	0	0	0	0	0.0
FEDERAL FUNDS						
OTHER FUND SOURCE						
TOTAL	9.6	0	0	0	0	0.0

POSITIONS:

FULL-TIME	0	0	0	0	0	0.0
PART-TIME	0	0	0	0	0	0.0
TEMPORARY	0	0	0	0	0	0.0

Estimate of current year impact:

ANALYSIS: (Attach a separate page if necessary)

HB 384 establishes an eleven member Legislative Road Development Task Force. The task force will be composed of 7 public members, 2 Legislators, and 2 state officials. The task force shall identify roads that are important to the future economic development of the state, study and research the feasibility of upgrading roads, and establish a priority ranking for projects to develop or upgrade those roads. The task force shall submit a report of its findings to the Legislature and the Governor before the 22nd Alaska State Legislature convenes.

Prepared By: Karla Scholfield, Deputy Director *Karla Scholfield* Phone: 465-3852
Division: Administrative Services Date: 3/3/00

Approved By: Pamela A. Varni, Executive Director *Pamela A. Varni*
Agency: Legislative Affairs Agency Date: 3/3/00

Personal Services

The existing staff of the Senator and Representative Co-Chairs of the task force will serve as staff to the task force.

0.0

Travel

It is anticipated that the task force will conduct most of their meetings by teleconference. One 2 day trip is anticipated to Anchorage in FY01. For the purposes of this fiscal note the 7 public members are assumed to be 2 from Fairbanks, 2 from Anchorage, 1 from Juneau, 1 from Kotzebue, and 1 from Ketchikan.

Travel costs for the DOTPF and DCED Commissioners or their designees will be paid for by the Executive Branch.

		Airfare	Per Diem		
<u>Public Members</u>					
Fairbanks	2	488	916		
Anchorage	2	0	0		
Juneau	1	470	458		
Kotzebue	1	621	458		
Ketchikan	1	756	458		
<u>Legislators</u>					
Anchorage	1	0	458		
Fairbanks	1	244	458		
		2,579	3,206	5,785	
				Total Travel	5.8

Contractual

Phone expenses for public members of the task force	500		
Postage expenses to mail out task force report	200		
Map and geological reproduction services	800		
	1,500	Total Contractual	1.5

The cost of printing the task force report will be absorbed within the Legislature's budget.

Supplies

It is anticipated that the task force will need to purchase geological information and maps. 2.3

Equipment

The task force will not need to purchase any equipment. 0.0

9.6



3100 Channel Drive, Suite 300 ♦ Juneau AK 99801

RECEIVED
MAR 30 2000

(907) 463-3488 ♦ Fax (907) 463-3489

March 30, 2000

The Honorable Rep. Norman Rokeburg
Alaska State House of Representatives
Alaska State Capitol
Juneau, Alaska 99801

RE: HB 384

Dear Representative Rokeburg:

The Juneau Chamber of Commerce has been asked for comments on HB 384. This is an interim letter on the subject because our Board of Directors will not be able to meet until April 13 to consider the matter. As an ex-officio member of the Board and chair of the Chamber's Transportation Committee, I was asked to offer some initial observations pending the arrival of a formal resolution from the Chamber.

The Chamber has long supported road access for Juneau for many of the same reasons that gave rise to HB384. There is undeniably a link between surface access and expanded economic opportunity and it is very important to give greater emphasis to expanding economic development opportunity when considering road improvements and new routes as HB 384 will do. In the same vein, the Chamber has expressed support for the recently adopted Southeast Transportation Plan. That plan also emphasizes the efficiencies and opportunities gained with improved surface transportation facilities, and of those, specifically roads.

Thank you for your efforts to expand economic opportunity in Alaska. In the view of this observer, HB 384 represents a substantial step in the right direction and I wish you the best of luck. Thank you also for the opportunity to comment and please be patient with us in regard to comment from the full Board.

Sincerely,

Murray R. Walsh
Chair
Juneau Chamber of Commerce
Transportation Committee

ALASKA STATE LEGISLATURE
House of Representatives

COMMITTEE ASSIGNMENTS:

LABOR & COMMERCE COMMITTEE, CHAIRMAN
JUDICIARY COMMITTEE, MEMBER
LEGISLATIVE COUNCIL, MEMBER
SPECIAL COMMITTEE ON UTILITY RESTRUCTURING, MEMBER
SPECIAL COMMITTEE ON ECONOMIC DEVELOPMENT &
TOURISM, MEMBER



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FAX: (907) 269-0119

SESSION:
ALASKA STATE CAPITOL
JUNEAU, AK 99801-1182
PHONE: (907) 465-4968
FAX: (907) 485-2040

e-mail: Representative_Norman_Rokeberg@legis.state.ak.us

Representative Norman Rokeberg

HB 384(EDT)H

ROKEBERG
03/30/00

(AMENDMENT #17)

OFFERED IN THE HOUSE

TO: CSHB384(EDT), Draft Version "H"

#21
**Page 3, line 15, after Crooked Creek DELETE period after Crooked
Creek and substitute ;**

INSERT new subsection: (21) Tonsina North Access Road.

03/30/00 HNR:tjm

*#22
Juneau to Athol B.C.*

RECEIVED

MAR 27 2000

Subject:

HB No. 384(EDT)

Kenny Lake Soil and Water
Conservation District

John Wenger

HCGO Box 280

Copper Center AK. 99573

822-5802

Rep. Rakebarr

We would like to amend

bill to include the TONSINA North

road, it's located in the Copper

County. It consists of app. 1 mile of

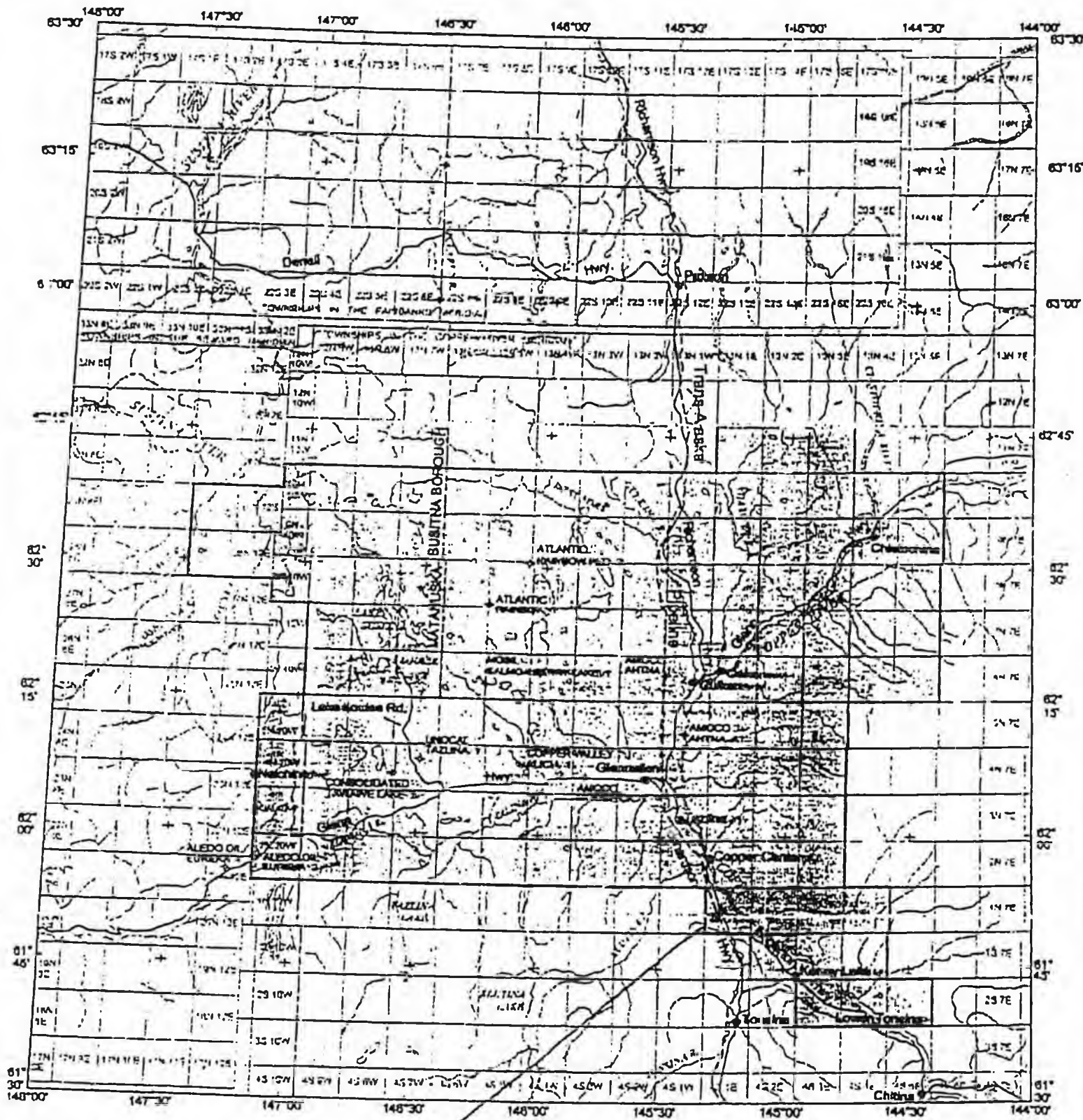
road and twenty foot across

TAP not yet built (TIN TIE)

Thanks very much

John Wenger

Chairman



RECEIVED **Copper River Basin Exploration License**

MAR 27



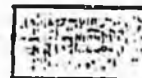
TONSINA North proj

SCALE 1:1,000,000 One inch = 17.5 Miles Approx.

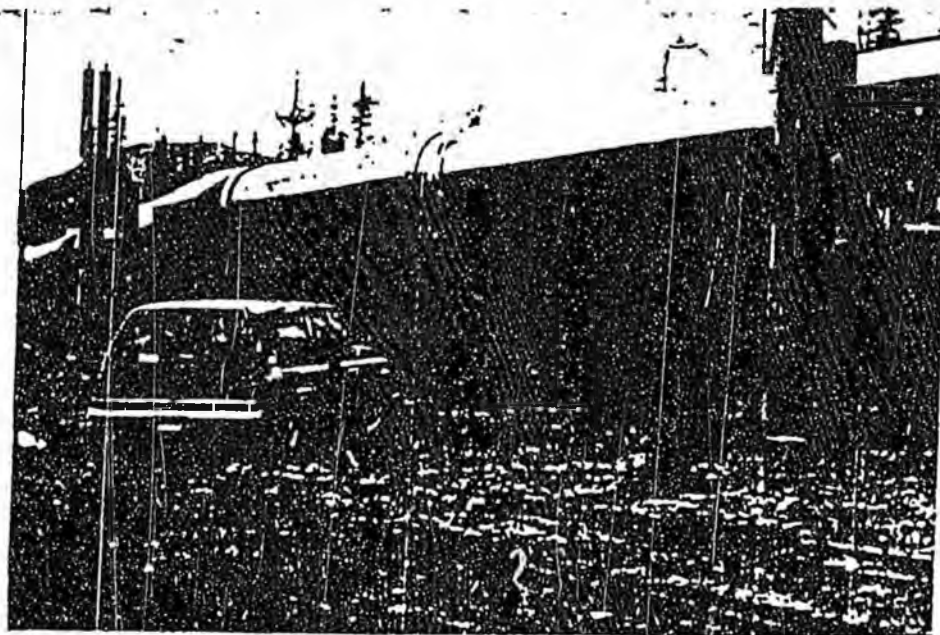
5 0 5 10 15 20 25 Miles

5 0 5 10 15 20 25 30 Kilometers

Area of Study =

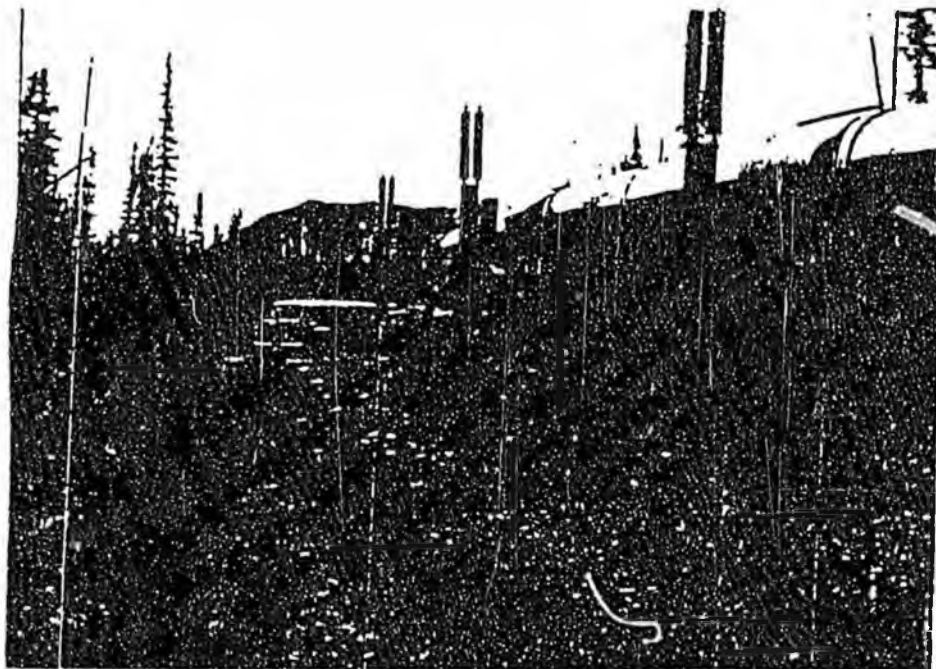


Albers Equal-Area Conic Projection, 1827 North American Datum, Clarke 1866 ellipsoid with a central meridian of 146°, origin latitude of 60°, northern parallel of 60°, and southern parallel of 60°. Map created, edited, and published by the Office of Alaska, Department of Natural Resources, Division of Oil and Gas.



6-18-85

Proposed East-West crossing of TAPS at milepost 705.2. to provide access to proposed Tonsina North land disposal project (ASLS 79-41). The TAPS stationing at this point is 37234+93. With the exception of the below ground made pipe at the wildlife crossing at mile post 704.2 the pipe is in an above ground mode a minimum of 4 miles both North and South of the proposed crossings. (Reference Alyeska letter No. 84-2168).



6-18-85

This photo was taken looking South at the location where vehicles would pass underneath the pipe. "Headache" bars would be required to protect the pipe. Access control gates also would be required to prevent public access upon the pad. A ball park estimate indicates the costs involved for the headache bars and access control gate would be less than 25% of the estimated costs at M.P. 704.2. This access however would be oriented towards light vehicles and would preclude large industrial type equipment necessary for agricultural projects. It should be noted that the pipeline in an elevated above ground mode is indicative of marginally stable (permafrost?) soil conditions.

To: Mary Lasley
Subject: Alaska Community Wish List 2000
Date: February 23, 2000

A PROMISE BROKEN; TWO ALASKAS

For the past twenty years the people of the Copper River Valley have been trying to secure land for small family farms. When the Trans Alaska Pipeline was built, it was promised not to create two Alaskas. In 1986 the Dept of Natural Resources created the Copper River Basin Area Plan for State lands and identified 6000 acres for agricultural purposes. All of the land is located on the west side of TAPS. As incredible as it may seem, there are no legal access crossings between the Tazlina River and Thompson Pass and only one (very limited) between the Klutina River and Tazlina River. In 1979 an area of 3,000 acres was surveyed in what is known as the Tonsina North Agricultural Project. We need to secure funding to upgrade the pioneer road leading into the project area and to build a 20 foot bridge across TAPS in which Alyeska Pipeline Service Co failed to provide us with. This crossing would not only give us 10 each 320 acres family farms, but the firewood and timber from other state lands in the same area totaling 130,000 acres.

Our people are sandwiched in between the pipeline and Wrangell Saint Elias National Park and Preserve. (A World Heritage Site designated by the United Nations) Our greatest fear is the future placement of a buffer zone on our area. The fear is real and by signing the World Heritage Convention, the US promises to protect designated sites and to regulate surrounding lands.

By developing our natural resources in our valley, we can enhance our economy and lifestyles. Our children won't have to leave the area to find employment. With the prospects of the proposed Copper River Basin Oil and Gas Exploration comes hopes of cheaper energy for our local power utilities.

The State of Alaska has already spent \$300,000 on the survey of Tonsina North. A local land owner nearby has already promised to provide all the gravel for the road. All the State of Alaska has to do is to let us have the land. It is not an impossible feat! In the past several years we have had the Alaska Land Managers forum, TRAAK, AK DOT Scenic byways, NPS, Wrangell St. Elias Park, shoving big cooperation tourism down our throats. Not that we are against tourism, but a happy medium would be to let us have some land for our local year round economy. Our farming community is located on the Edgerton Highway in Kenny Lake, where they raise brome and alfalfa hay along with numerous vegetable crops, greenhouses for bedding plants, livestock such as beef cattle, hog, goats and chickens are being raised for personal and market sales. There are several fox farms in the area also.

Please take this into consideration;

Sincerely;



John Wenger

Chairman Soil and Water Conservation District, Kenny Lake Chapter
February 23, 2000

MC 60 Box 280

Copper Center Alaska 99573

907-822-5802

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF FORESTRY

TONY KNOWLES, GOVERNOR

Valdez/Copper River Area
P O Box 185
Glennallen, AK 99588-0185
Phone (907)822-5534
Fax (907)822-5539

March 18, 1990

Dear Mr. Stratman:

Recent correspondence with Doug Witt has rekindled an interest in the forestry potential within the agricultural project south of Copper Center.

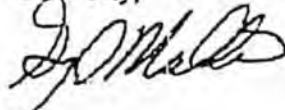
Historically, State land in this area has produced personal and commercial use fuelwood. In the late 80's the Division of Forestry offered a commercial sawlog/fuelwood sale east of the proposed agricultural site. The sale of this wood has always been local.

Access across the pipeline has always been the limiting factor in making additional wood available to the public. As incredible as it may seem, there are no legal access crossings between the Tazlina River and Thomson Pass and only one (very limited) between the Klutina River and the Tazlina River. Development of this crossing would be the first of its kind and be an access point for over 130,000 acres of State, Federal, Native, and private lands.

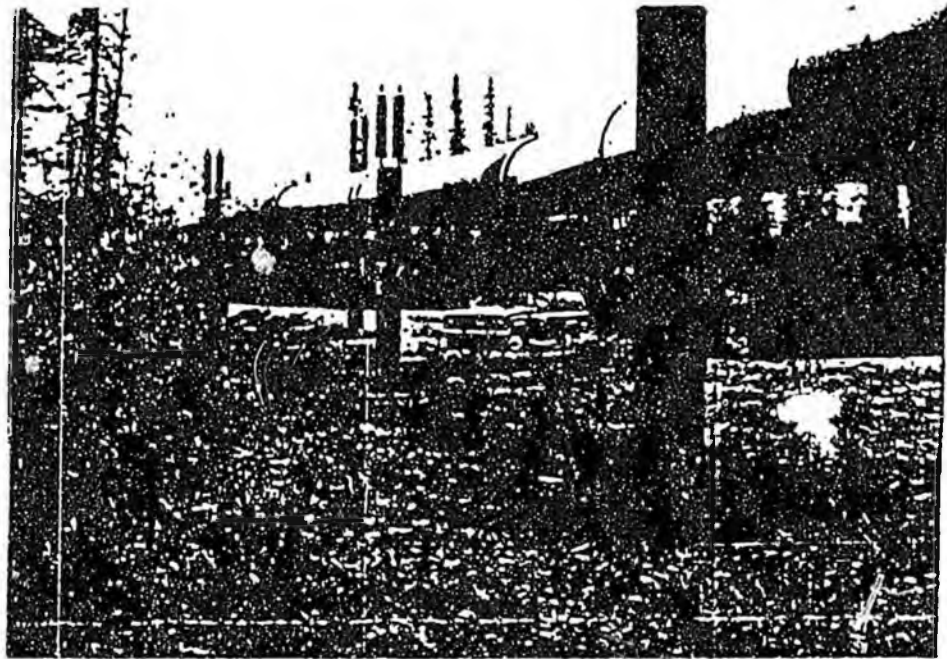
The Division of Forestry has identified approximately 200 acres within the proposed agricultural project that has the potential for a commercial timber sale. Our intentions are to have the area inventoried by late spring.

I look forward to the development of this access point and hope we can make available new State resources in the process. If you have any questions, I'll be happy to provide you with any information we have on this area. Thank you for your time.

Sincerely,



Gary D. Mullen
Forester | Valdez/ Copper River Area



6-18-85 Looking Northwesterly from Southeast of the proposed crossing.

Date: 3/30/00

From: Ruth McHenry

HC 60 Box 306T

COPPER CENTER, AK 99573 (KENNY LAKE)

(907) 622-3644

TO: HOUSE TRANSPORTATION COMMITTEE

FAX (907) 465-2418

RE: HB 384 - LEGISLATIVE ROAD DEVELOPMENT TASK FORCE

FOR THE RECORD:

It is unclear what problems in "the future economic development of the state" this legislation seeks to address, and whether roads are the best solution to these problems. Would it not make more sense for residents of communities in roadless areas to identify the kind of economic development they want, and then consider what kind of transportation improvement (if any) would be needed for that development?

This proposed task force would consider only one transportation mode and would be a top-down approach, with the legislature, rather than residents of affected communities, proposing projects.

The proposed task force is badly off-balance, with only one member from an off-road community.

If the purpose of this legislation is to provide more employment in the road construction and trucking industries, it should do a bang-up job of that, but I probably don't need to point out that the legislature is having a difficult time finding maintenance dollars for the roads we do have.

Tony Knowles, Governor

Alaska

**Department of Community
and Economic Development**

Office of the Commissioner

P.O. Box 110800, Juneau, AK 99811-0800

Telephone: (907) 465-2500 • Fax: (907) 465-5442 • TDD: (907) 465-5437

Email: questions@dced.state.ak.us • Website: www.dced.state.ak.us/

March 30, 2000

RECEIVED

MAR 30 2000

The Honorable Norman Rokeberg
Alaska House of Representatives
State Capitol Room 24
Juneau, AK 99801-1182

Dear Representative Rokeberg:

Thank you for the opportunity to comment on HB384, "an Act establishing the Legislative Road Development Task Force." This bill provides an opportunity for me, or my designee, to serve along with Commissioner Perkins with the Department of Transportation and Public Facilities as nonvoting members of the task force.

I have no objection to serving as a nonvoting member of the task force. As I understand the bill, the task force will rank road development projects. Road development projects have implications for many of the functions of my department ranging from promoting community and economic development to enhancing tourism. In addition the task force would be open to considering alternative transportation modes where appropriate.

Many of the road projects are currently part of regional plans being studied by DOT and in many cases road development may be the most efficient and effective approach to accomplish the goals of increased development. In those cases I will be pleased to offer the assistance of the department to expedite road development. The Alaska Industrial Development and Export Authority stands by to provide its assistance in financing roads associated with the development of large projects.

Sincerely,

Deborah B. Sedwick

Deborah B. Sedwick
Commissioner



March 30, 2000

General Teamsters Local 959 State of Alaska

Affiliated with International Brotherhood of Teamsters
ANCHORAGE, ALASKA 99503, 520 E. 34TH AVE (907) 565-8122 FAX (907) 565-0285 GERALD L. HOOD, Secretary-Treasurer

FAIRBANKS, ALASKA 99707, P.O. Box 70609 (907) 452-2950 FAX (907) 452-6051
JUNEAU, ALASKA 99801, 308 Willoughby (907) 586-3225 FAX (907) 586-1227
KENAI, ALASKA 99611, P.O. BOX 3150 (907) 283-4488 FAX (907) 283-8030

Representative Andrew Halcro
Chair
Transportation Committee
State Capitol
Juneau, AK 99801

Re: CS HB 384 Legislative Road Development Task Force

Dear Representative Halcro:

On behalf of the thousand of Teamsters that we represent throughout the State and many of whom transport goods on our road system, I would like to go on record in support of CS HB 384. The long-term viability of our State, as you and your committee members are aware, is dependent on a strong road system structure. We support the intent of this bill to identify those systems important to future economic growth and development throughout the State.

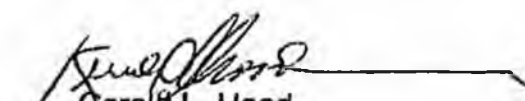
We also strongly believe that the intermodal transportation system needs to be considered as the task force looks at future development of our road systems. Due to the vast area of our State, the effective interlinking of our various transportation systems is the key to our successful ability to transport goods and provide an effective road system for the motoring public as well.

It is further imperative that the financial support of such development needs to be included in any and all considerations. Like any other infrastructure, the financial support to build must include a commitment to maintain such road structures in the future.

We appreciate your time and consideration in hearing this bill and your support in assuring that our road systems meet the needs and concerns of all Alaskans, not only in furthering economic development, but for the general motoring public as well.

Sincerely,

TEAMSTERS LOCAL 959


Gerald L. Hood
Secretary-Treasurer



Representative Andrew Halcro
March 30, 2000
Page Two

cc: Representative Cowdery
Representative Hudson
Representative Kohring
Representative Masek
Representative Kemplen
Representative Kookesh

F:\HOME\pgates\whf-legis\hb384 road.ltr

POM for Representative Halcro



From: Mr. Frank J Dillon
2240 Daybreak Ct

Telephone: 276-1149

Anchorage, AK 99501
Email: rukavena@altavista.com

NON Constituent

Registered Voter: U

Bill: HB 384 Title: ROAD DEVELOPMENT TASK FORCE
Message:

Alaska Trucking Assn. memuvers urge you to support HB 384. The development of transportation infrastructure is absolutely vital for economic development. Failure to identify and support new roads will not allow diversification and economic expansion. HB 384 will provide a means for identifying needed road development.

Entered in ANC on 3/30/00 POMID: 4615

Distribution: 7

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Message 68 out of 69.

ALASKA STATE LEGISLATURE

House of Representatives

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Judiciary Committee, Member
Legislative Council, Member
Special Committees:
Utility Restructuring, Member
Economic Development, Member
Budget Subcommittees:
Commerce & Economic Development, Member
Corrections, Member
Labor, Member



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Juneau, AK 99801-1182
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REPRESENTATIVE NORMAN ROKEBERG

e-mail: Representative_Norman_Rokeberg@legis.state.ak.us

March 8, 2000

Representative Andrew Halcro, Chair,
House Transportation Committee
Capitol Building,
Room 418
Juneau, AK

A handwritten signature in cursive script, appearing to read "Andrew".

Dear Chairman Halcro:

I am submitting CS House Bill 384(EDT), along with the sponsor statement and sectional analysis for your consideration. I respectfully request you to schedule a House Transportation Committee hearing for HB 384(EDT) as soon as possible.

House Bill 384(EDT) establishes a Legislative Task force whose duties would include: research existing plans for road development in the state, identify roads that are important to Alaska's future economic development, study the feasibility of developing or upgrading the roads in order to promote future economic development, determine the availability and source of funds to develop or upgrade those roads, and establish a priority system for identified projects to develop or upgrade roads identified by the Task Force..

I strongly believe that HB 384(EDT) will enable and facilitate a better transportation infrastructure, to better develop many rural areas of Alaska to their full potential.

Thank you for your consideration in scheduling HB 384(EDT).

Sincerely,

A handwritten signature in cursive script, appearing to read "Norman H. Rokeberg".

Norman H. Rokeberg
Representative
District 11

ALASKA STATE LEGISLATURE

House of Representatives

Committee Assignments:

Labor & Commerce Committee, Chairman
Judiciary Committee, Member
Legislative Council, Member

Special Committees:

Utility Restructuring, Member
Economic Development, Member

Budget Subcommittees:

Commerce & Economic Development, Member
Corrections, Member
Labor, Member



Interim:

716 West 4th Avenue, Suite 640
Anchorage, AK 99501
PHONE: (907) 269-0117
FAX: (907) 269-0119

SESSION:

State Capitol
Juneau, AK 99801-1182
PHONE: (907) 465-4968
FAX: (907) 465-2040

REPRESENTATIVE NORMAN ROKEBERG

e-mail: Representative_Norman_Rokeberg@legis.state.ak.us

SPONSOR STATEMENT HOUSE BILL 384(EDT)

An Act establishing the Legislative Road Development Task Force; and providing for an effective date.

House Bill 384(EDT) establishes a Legislative Task Force whose duties would include: research existing plans for road development in the state, identify roads that are important to Alaska's future economic development, study feasibility of developing or upgrading roads in order to promote future economic development, determine availability and source of funds to develop or upgrade those roads, and establish a priority ranking for project to develop or upgrade the roads identified by the Task Force. The Task Force would include 2 legislators (one from each body) to serve as co-chairs; and one member from: Alaska Trucking Association; International Union of Operating Engineers, Local 302; State Board of Architects, Engineers and Land Surveyors; Alaska State Chamber of Commerce; Associated General Contractors of Alaska; Alaska Miners Association; Alaska Federation of Natives; and a member designated by Teamsters Local 959. One public member would round out the Task Force. The Commissioners of the Department of Transportation and Public Facilities, and the Department of Community and Economic Development would serve as nonvoting members.

Without a better transportation infrastructure, many areas in Alaska cannot be developed to their full potential. Among the roads the Task Force should consider is: Williamsport Road from Iliamna Bay to Pile Bay, road to Pogo Mine; Rock Creek Road in the Nome area; Tazlina Lake road; road from Wasilla to Bethel; road from Wasilla to Tyonek; road along west short of Cook Inlet; road to Nome; road to Cordova; road to Ruby; road to Fort Yukon; Donlin Creek Road; road to Dillingham; road around northern end of Lake Iliamna; road from Rampart to Eurkea; upgrading the Dalton Highway; road from Ruby to McGrath; Healy to the Richardson Highway; Ruby to Takotna; Takotna to Flat to Crooked Creek and any other roads that the Task Force feels are important to develop.

Many of the roads listed above have been discussed by the House Special Committee on Economic Development and Tourism, upon which I serve. These discussions have impressed on me the need for some forward thinking when it comes to road projects. We need to get roads up and going to benefit all areas of the state. Besides natural resource projects, tourism could benefit from roads to all points of the state, thus offering smaller areas more economic opportunities. While new roads could be viewed as interrupting the way of life in rural areas, it is important to remember that if those rural areas want to remain viable, they need a transportation access for business, industry, or tourists.

The Task Force would complete its work and make recommends on the first day of the 22nd Alaska State Legislature (January 2001).

ED1:03/08/00

ALASKA STATE LEGISLATURE

House of Representatives

Committee Assignments:

Labor & Commerce Committee, Chairman
Judiciary Committee, Member
Legislative Council, Member
Special Committees:
Utility Restructuring, Member
Economic Development, Member
Budget Subcommittees:
Commerce & Economic Development, Member
Corrections, Member
Labor, Member



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Juneau, AK 99801-1182
PHONE: (907) 465-4968
FAX: (907) 465-2040

REPRESENTATIVE NORMAN ROKEBERG

e-mail: Representative_Norman_Rokeberg@legis.state.ak.us

SECTIONAL ANALYSIS HOUSE BILL 384(EDT)

An Act establishing the Legislative Road Development Task Force; and providing for an effective date.

Section 1: Creates the Legislative Road Development Task Force. Sets forth membership and objectives of the Task Force. Lists some roads that should be considered with particular emphasis. Task Force is to meet as frequently as it desires and may meet and vote by teleconference. Compensation not to be paid to Task Force members but per diem and travel may be paid for all except legislative and commissioner members. A written report is to be presented to the Legislature and the Governor before the 22nd Alaska State Legislature convenes in January 2001.

Section 2: Act is repealed on first day of 2001 legislative session.

Section 3: Immediate effective date.



ALASKA MINERS ASSOCIATION, INC.

3305 Arctic #202, Anchorage, Alaska 99503 • (907) 563-9229 • FAX: (907) 563-9225 • www.alaskaminers.org

March 6, 2000

Honorable Norman Rokeberg
Alaska State House
Capitol Building
Juneau, AK 99801

RE: House Bill 384, Legislative Road Development Task Force

Dear Representative Rokeberg,

Thank you for the opportunity to comment on House Bill 384 which would establish a Legislative Road Development Task Force. This bill will provide a venue for discussing alternatives for new roads that are needed. The State planning process has focused on repair and maintenance of existing roads but has not effectively addressed the need for new roads.

We would recommend some additions to HB-384. The first is to add other routes into Section 1 that would be considered and these would be added in (e) as follows:

(16) a road from Ruby to Takotna;

(17) a road from Takotna to Flat to Crooked Creek;

These two roads would provide improved surface access via marginal and unimproved roads and RS-2477s that already exist and would connect the village of Ruby on the Yukon River with the village of Crooked Creek on the Kuskokwim River. In doing so the road would provide access for the villages and for various mining areas along the route which include Ruby, Long, Poorman, Colorado Creek, Ganes Creek, Yankee Creek, Ophir, Flat- Iditarod, and Donlin Creek.

(18) a road from Healy to the Richardson Highway;

This road will provide a "loop" route for tourism based in Fairbanks and access to many streams that can provide tremendous float-trip opportunities from the road down to the Tanana River. The road would also provide access to some of the mineralized lands along the north flank of the Alaska Range.

The other changes we suggest involve the make-up of the Task Force. We suggest that the Alaska Miners Association be included as a voting member. Mining is often the first industry to utilize new roads and thereby add to the economy of the local areas where the roads are built. We also suggest that the respective Native Regional Corporations be included whenever roads are being discussed that access their private lands. These Native Corporations and their villages have much to gain if roads are developed and they also have concerns and views that should be raised in the Task Force.

Thank you for the opportunity to comment on this bill. We look forward to working with you as it moves forward.

Sincerely,

Steven C. Borell, P.E.
Executive Director

RECEIVED
MAR 09 2000



ASSOCIATED GENERAL CONTRACTORS of ALASKA

4041 B STREET • ANCHORAGE, ALASKA 99503
P.O. BOX 240609 • ANCHORAGE, ALASKA 99524-0609
TELEPHONE (907) 561-5354 • FAX (907) 562-6118

8. March 2000

To
Representative
Norman Rokeberg
State Legislature
Juneau, AK

via FAX 1-907-465-2040

Subject: CS HB 384, establishing a Legislative Road Development Task Force.

Dear Representative Rokeberg:

The Associated General Contractors of Alaska support this idea and initiative. Adequate surface transportation is a key factor in economic development. It is time to recognize that we have not built any new roads in the past decade and some action in that direction is overdue. This taskforce can address the priorities and the report will be a useful tool to implement a program.

Sincerely,

for Richard Cattanach
Executive Director

HB

426

*found
man,
incorp
to CS426 (net)*

HB 426

Amendment #1

OFFERED BY: Representative Halcro

To Title:

Pg. 1, Line 5

After "facilities..." Insert "**from Potter Station to Girdwood;**"

*Passed
Urban
Council*

HB 426

Amendment #1

OFFERED BY: Representative Halcro

To Title:

Pg. 1, Line 5

Insert **"..relocate adjacent utility facilities from Potter Station to Girdwood;"**

HB426

TONY KNOWLES
GOVERNOR
governor@gov.state.ak.us

P.O. Box 11004
Juneau, Alaska 99811-0004
(907) 465-3500
Fax (907) 465-3500
www.governor.alaska.gov

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

2/25/00

The Honorable Brian Porter
Speaker of the House
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182

Dear Speaker Porter:

The Seward Highway south of Anchorage through Chugach State Park has been reconstructed and realigned over the past few years to promote greater safety and ease for the traveling public. Some of these improvements and further planned projects also involve adjacent railroad and utility rights-of-way. Because the laws creating Chugach State Park prohibit transfer of park lands, land exchanges for realignments and relocations of the highway and railroad require specific statutory authority.

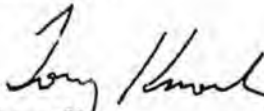
This bill allows for the exchanges of property interests between Chugach State Park, the Department of Transportation, the Alaska Railroad and utilities needed for widening or relocating the highway or railroad through the Park. All land exchanges would be subject to a finding by the commissioner of the Department of Natural Resources that they would not significantly affect the purposes of the Park.

The transferred park land would be limited to the amount necessary for the relocation. All lands received in exchange for the relocation needs would become part of Chugach State Park.

This bill will provide for the continued upgrading and increased safety along one of our state's most traveled highways. At the same time, the scenic and recreational values of Chugach State Park will be protected and enhanced through continued close cooperation and project planning between state agencies and the Alaska Railroad.

I urge your prompt and favorable action on this measure.

Sincerely,


Tony Knowles
Governor

FISCAL NOTE Bill Version: HB 426

BIL (H) Publish Date: 2/28/00

**STATE OF ALASKA
2000 LEGISLATIVE SESSION**

Revision Date/Time: _____ Dept Affected: Natural Resources
 Title: An Act relating to transfers of public land or BRU: Parks & Recreation Management
grants or conveyances of interest in public land among... Component: Parks Management
 Sponsor: Rules
 Requestor: Governor Component No. #452

Expenditures/Revenues (Thousands of Dollars)
 Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS & CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
-----------------------------	------------	------------	------------	------------	------------	------------

CHANGE IN REVENUES (fund code)	0.0	0.0	0.0	0.0	0.0	0.0
---------------------------------------	------------	------------	------------	------------	------------	------------

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2000) cost: \$ none

POSITIONS

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

ANALYSIS: (Attach a separate page if necessary)

There is no anticipated fiscal impact associated with implementation of this legislation.

Prepared by: Jim Stratton, Director Phone: 269-8701
 Division: Parks Date: 22-Feb-00
 Approved by Commissioner: _____ Date: 22-Feb-00
 Agency: Natural Resources

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FISCAL NOTE

Bill Version: HB 426
 (H) Publish Date: 2/28/00

**STATE OF ALASKA
 2000 LEGISLATIVE SESSION**

Revision Date/Time (Note if correction) _____ Dept. Affected DOT&PF
 Title Land Exchange: Seward Highway BRU Design and Engineering Services
Transportation Corridor Component Central Reg Design and Eng Svcs
 Sponsor Rules
 Requester Governor Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
-----------------------------	------------	------------	------------	------------	------------	------------

CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	------------	------------	------------	------------	------------	------------

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2000) cost: _____

POSITIONS

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Dennis Poshard Phone 465-3904
 Division Commissioner's Office Date/Time 2/22/00 4:58 PM
 Approved by Commissioner *Joseph L. Perkins* Date 2/22/00
 Agency Joseph L. Perkins, DOT&PF

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HB

434



Alaska State Legislature

HOUSE OF REPRESENTATIVES
Alaska State Capitol Juneau, Alaska 99801-1181

SPONSORS STATEMENT **House Bill 434**

House Bill 434 will honor US Senator Ted Stevens by renaming the Anchorage International Airport, the Ted Stevens Anchorage International Airport.

Senator Stevens has served the State and Territory of Alaska for over 47 years, the last 31 years as Alaska's Senior Senator in the United State Senate. During this time he has made many significant accomplishments that have benefited the State. Naming all of them would be a never-ending task but several of the more prominent are as follows:

Senator Stevens has worked tirelessly for statehood for Alaska.

He steered the Alaska Native Claims settlement Act, legislation for which there is no precedent, through Congress.

He championed the Trans-Alaska Pipeline and worked diligently for congressional approval.

He protected the fisheries of Alaska and the nation and expanded economic opportunities for Alaska through the Magnuson-Stevens Fishery Conservation and Management Act.

He initiated By-pass mail and other initiatives that helped solidify Alaska as the Air Crossroads of the World.

He increased funding for cargo improvements at Anchorage International Airport, the nation's busiest cargo airport, by almost threefold and doubled Airport Improvement program funds for airports throughout Alaska.

For his on-going and tireless effort in supporting all of Alaska in so many ways and aviation in particular, the renaming of Anchorage International Airport for Senator Ted Stevens is most appropriate.

If this legislation passes, House Bill 434 would be sent to the U.S. Department of Transportation and the Federal Aviation Administration for implementation.

This legislation was introduced at the request of Commonwealth North Inc.



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Justin Freeman / KTUU

Stevens named Alaskan of the Century

Alaska Sen. Ted Stevens

Alison Lane

Anchorage, March 25- The history of Alaska is peppered with important characters. One of those leaders was named Alaskan of the Century Saturday.

THE TOP HONOR goes to Sen. Ted Stevens, whose accomplishments helped shape the state.

"If you could imagine Alaska without the Trans-Alaska pipeline, he's done so many things," said Jay Page with Alaskan of the Year Committee. "Most recently, the Denali Commission, which he has gotten approved and funded, now is building infrastructure throughout rural Alaska that will support economic development in Alaska for decades to come. He's really a remarkable person."

"I'm reminded of the movie 'Being There.' I sort of think I've been tending my garden and tending my garden, and all of a sudden I have some recognition," Stevens said. "I find it hard to believe."

Stevens will accept the award Saturday at a downtown banquet. The event is sold out.

I-LS1165V
Utermohle
3/28/00

CS FOR HOUSE BILL NO. 320()

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FIRST LEGISLATURE - SECOND SESSION

BY

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVE HARRIS

A BILL

FOR AN ACT ENTITLED

1 "An Act approving the application for and acceptance of a grant of certain
2 federal land by the Alaska Railroad Corporation; approving the conveyance of the
3 entire interest in land appurtenant to the Whittier DeLong Dock by the Alaska
4 Railroad Corporation; relating to use and disposition of the Whittier DeLong Dock
5 and associated land; and providing for an effective date."

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

7 * **Section 1.** The uncoded law of the State of Alaska is amended by adding a new
8 section to read:

9 **FINDINGS.** The legislature finds that the Whittier DeLong Dock and the associated
10 land are required for essential railroad purposes and that the acquisition of the dock and
11 associated land by the Alaska Railroad Corporation is in the best interests of the state.

12 * **Sec. 2.** The uncoded law of the State of Alaska is amended by adding a new section
13 to read:

1 APPROVAL. The legislature authorizes the Alaska Railroad Corporation to apply for
2 and to accept a grant of a parcel of real property in Whittier, consisting of approximately 6.13
3 acres and the appurtenant facility known as the DeLong Dock, from the federal government
4 under terms of sec. 2837(b) - (e), Public Law 106-65. This section constitutes approval for
5 the Alaska Railroad Corporation to apply for and to accept a grant of federal land within a
6 municipality in accordance with AS 42.40.285(5).

7 * Sec. 3. The uncodified law of the State of Alaska is amended by adding a new section
8 to read:

9 USE AND DISPOSITION OF THE WHITTIER DELONG DOCK AND
10 ASSOCIATED LAND. (a) Within three months after the conveyance of the real property
11 described in sec. 2 of this Act from the United States to the Alaska Railroad Corporation, the
12 corporation shall reconvey ownership of the uplands, tidelands, and submerged lands to the
13 City of Whittier. The corporation shall retain ownership of the DeLong Dock and the railroad
14 tracks and rail bed located on the uplands.

15 (b) Notwithstanding (c) - (h) of this section, the corporation and the City of Whittier
16 are directed and authorized to enter into reciprocal leases for the DeLong Dock and
17 appurtenant land and to enter into a management agreement to operate the DeLong Dock and
18 appurtenant land as a single unit consistent with the terms contained in the document entitled
19 "Management Terms for DeLong Dock" and signed by the corporation and the City of
20 Whittier. If the management agreement is not signed by both the corporation and the City of
21 Whittier within six months after the real property described in sec. 2 of this Act is conveyed
22 by the United States to the corporation, then the corporation and the City of Whittier shall
23 comply with (c) - (h) of this section.

24 (c) In exchange for ownership of the land described in (a) of this section, the City of
25 Whittier shall

26 (1) subdivide the land into two parcels that are separated by the centerline of
27 the DeLong Dock:

28 (2) grant a lease to the parcel of land north of the centerline of the DeLong
29 Dock to the corporation.

30 (d) The corporation shall grant a lease to that portion of the DeLong Dock south of
31 the centerline of the dock to the City of Whittier.

1 (e) The leases described in (c) and (d) of this section must include the following
2 provisions:

3 (1) each lease must be for a minimum term of 20 years;

4 (2) the rental rate for each lease is \$1.00 a year;

5 (3) the corporation shall have rail access to the dock, and the City of Whittier
6 shall have a usable road to lands at and beyond the dock;

7 (4) neither the corporation nor the City of Whittier may be required by the
8 lease to indemnify the other party for its own actions or the actions of a contractor,
9 subcontractor, or sublessee; liability of the parties shall be governed by the tort law of the
10 State of Alaska:

11 (5) the corporation and the City of Whittier may assign or sublease its interest
12 in the lease without the approval of the other party;

13 (6) the corporation and the City of Whittier shall agree to diligently work
14 together in good faith to resolve disputes and to collaborate with each other in developing a
15 management agreement for operation of the DeLong Dock facility with the goal of operating
16 the facility as a single entity for economic development purposes:

17 (7) the leases may not be subject to termination for a breach of a lease;

18 (8) the leases may be amended by mutual agreement of the corporation and
19 the City of Whittier.

20 (f) The corporation and the City of Whittier shall expeditiously and in good faith
21 undertake and complete the transactions described in this section under the terms and
22 conditions set out in this section and under such other terms and conditions as are mutually
23 satisfactory.

24 (g) Pending the completion of the transactions described in this section, the
25 corporation and the City of Whittier shall enter into an interim agreement for the use of the
26 Whittier DeLong Dock and associated land consistent with the provisions of this section.

27 (h) During the five-year period beginning on the date that the real property described
28 in sec. 2 of this Act is conveyed from the United States to the corporation, the property shall
29 be used for economic development of the Whittier and Prince William Sound areas, including
30 freight transportation, tourism, boat moorage for day cruiser or large ocean-going cruise ships,
31 fishing and fish processing, and other uses.

1 * Sec. 4. The uncodified law of the State of Alaska is amended by adding a new section
2 to read:

3 TRANSFER OF CERTAIN STATE LAND AT WHITTIER. In the event that all or
4 a portion of the land described in sec. 2837(b), Public Law 106-65, is transferred to the State
5 of Alaska or an agency of the State of Alaska other than the Alaska Railroad Corporation, the
6 State of Alaska shall expeditiously reconvey all land and improvements received under sec.
7 2837(b) - (e), Public Law 106-65, to the City of Whittier.

8 * Sec. 5. The uncodified law of the State of Alaska is amended by adding a new section
9 to read:

10 APPROVAL. The legislature authorizes the Alaska Railroad Corporation to transfer
11 its entire interest in the land described in sec. 3(a) of this Act in accordance with sec. 3 of this
12 Act. This section constitutes legislative approval for the corporation to convey its entire
13 interest in that land under AS 42.40.285(1).

14 * Sec. 6. This Act takes effect immediately under AS 01.10.070(c).

Headquarters:
217 2nd Street, Suite 201
Juneau, Alaska 99801
(907) 586-2323 FAX 463-5515
asccjuno@ptialaska.net



Regional Office:
P.O. Box 91896
Anchorage, Alaska 99509
(907) 278-2722 FAX 278-6643
asccanch@ptialaska.net

March 23, 2000

Honorable Senator Ted Stevens
United States Senate
522 Hart Building
Washington DC 20510-0201

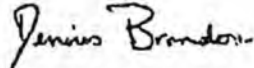
Dear Senator Stevens,

Your lifelong commitment to Alaska and its people deserves appropriate recognition and thanks. On behalf of the Board of Directors of the Alaska State Chamber of Commerce, it is my pleasure to express our enthusiastic support for House Bill 434, naming the Ted Stevens Anchorage International Airport.

The Executive Committee of the Alaska State Chamber of Commerce met this week and during discussion on legislation, decided unanimously that naming the Ted Stevens Anchorage International Airport is not only encouraged, but overdue. We will convey our support for prompt passage of HB 434 to the Legislature and Governor Knowles.

As "*The Voice of Alaska Business*", the Alaska State Chamber of Commerce sincerely appreciates your hard work and dedication over the years to making Alaska a better place to live, work, and be in business. Thank you.

Sincerely,


Dennis Brandon
Chairman

cc: Representative John Cowdery
Chairman, House Rules Committee and
Spousor of HB 434

HJR

5

A M E N D M E N T #1

OFFERED IN THE HOUSE

BY REPRESENTATIVE AUSTERMAN

TO: HJR 5 *TRANSPORTATION COMMITTEE*

1 Page 1, line 2, following "highway fund":

2 Insert ", a marine highway fund,"

3 Page 1, line 9:

4 Delete "or 19"

5 Insert ", 19, or 20"

6 Page 2, following line 25:

7 Insert a new section to read:

8 "Section 20. Marine Highway Fund. (a) The revenue received after
9 June 30, 2001, that is generated from the operation of the Alaska marine highway
10 system, including that derived from vessel operations and uses of Alaska marine
11 highway system facilities, less refunds and credits as provided by law, shall be placed
12 in a marine highway fund. Except as provided in (c) of this section, the legislature
13 may appropriate money from the marine highway fund only for the maintenance and
14 operational costs of the marine vessels and facilities of the Alaska marine highway
15 system.

16 (b) The legislature shall provide by law for the management and investment
17 of the marine highway fund balance. The income earned from the management and
18 investment of the marine highway fund shall be deposited into the fund.

19 (c) An appropriation from the marine highway fund for a public purpose other
20 than one described in (a) of this section may be made upon an affirmative vote of
21 three-fifths of the members of each house of the legislature."

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

BILL NO. HJR5

Revision Date/Time (Note if correction) _____ Dept. Affected Office of the Governor
 Title Constitutional Amendment: Relating to the BRU Elective Operations
creation of a highway fund and a harbor fund Component Elections
 Sponsor Representative Austerman
 Requester House Transportation Committee Component No. 21

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual	1.5					
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	1.5	0.0	0.0	0.0	0.0	0.0

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

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	1.5					
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	1.5	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)
 This figure includes the cost of providing information about this issue in the Official Election Pamphlet, as required by AS 15.58. However, only six measures can be printed on an 8-1/2 by 14 inch ballot. If this measure requires printing an 8-1/2 by 18 inch ballot, the cost will increase by \$22.0.

Prepared by: Gail Fenum *Gail Fenum* Phone 465-3935
 Division Division of Elections Date/Time 1/28/00 10:57 AM
 Approved by: Lt. Governor Fran Ulmer *Fran Ulmer* Date 01/28/2000
 Agency Office of the Lieutenant Governor

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REPRESENTATIVE ALAN AUSTERMAN Alaska State Legislature

P.O. Box 2368, Kodiak, Alaska 99615 (907) 486-5930 • Session: State Capitol, Juneau, Alaska 99801 465-2487

MEMORANDUM

DATE: January 19, 2000

TO: Representative Andrew Halcro, Chair
House Transportation Committee

FROM: Representative Alan Austerman 

SUBJ: Request for Scheduling - House Joint Resolution 5

I respectfully request the House Transportation Committee schedule a hearing for HJR 5 at your earliest convenience.

The adoption of this resolution will allow the people of Alaska to vote for the opportunity to place a dedicated highway fund and a dedicated harbor fund within the Alaska Constitution.

The referral packet is attached for your information.

Please contact Cliff Stone of my staff at 6588 as needed.

Thank you for your consideration.



REPRESENTATIVE ALAN AUSTERMAN Alaska State Legislature

P.O. Box 2368, Kodiak, Alaska 99615 (907) 486-5930 • Session: State Capitol, Juneau, Alaska 99801 465-2487

HOUSE JOINT RESOLUTION NO. 5
SPONSOR STATEMENT

The adoption of House Joint Resolution 5 will allow the people of Alaska to vote for the opportunity to place a dedicated highway fund and a dedicated harbor fund within the Alaska Constitution.

By establishing a dedicated fund, Alaska's citizens might be more inclined to accept an increase in the highway and marine fuel tax, if they knew the money would be spent specifically on the maintenance of our highways and harbor facilities.

All states dedicate motor fuel taxes, but states vary in whether the dedication is established by statute or constitution. In Alaska, AS 43.40.010 directs that revenues from motor fuel taxes shall be deposited in a special highway fuel tax account in the state general fund and that the legislature may appropriate funds from this account for transportation purposes. By placing this dedication in the constitution, all monies collected shall be mandated for maintenance.

Transportation is a fundamental component in society's infrastructure. A safe, viable and efficient transportation system provides a reliable corridor towards the other factors in a community's foundation. These other elements include public safety, educational opportunities, proper health care and economic growth. Proper maintenance on the transportation system ensures that all of these underpinnings of public policy will be given a fair chance of delivery and being achieved.

The maintenance portion of the Alaska Department of Transportation's budget has long been inadequately funded. This is evident across our state in the form of potholes, frost heaves, unsafe bridges, inadequate ditching that leads to flooding, little or no vegetation control, little or no sign maintenance and improper guardrail repair. In the wintertime it leads to a lack of snow removal in some areas and poor response times in other areas. It has also led to poor ice control, both on the highways and for the drainage structures, which exacerbates the conditions on the roadway. The stark reality is - people have died on the roadways of Alaska because of the lack of proper maintenance.

Although this dedication may not be enough by itself to fully fund the maintenance of our highways and harbors, it is a step in the right direction. The alternative is deferred maintenance which is considerably more expensive. As it is, the longevity baseline of some of Alaska's highways is uncertain. The lack of proper maintenance these last two decades will eventually cost the state far more than had it been done right the first time.



REPRESENTATIVE ALAN AUSTERMAN Alaska State Legislature

P.O. Box 2368, Kodiak, Alaska 99615 (907) 486-5930 • Session: State Capitol, Juneau, Alaska 99801 465-2487

HOUSE JOINT RESOLUTION NO. 5 **SECTIONAL ANALYSIS**

1. The first section of this resolution repeals Article IX, Section 7 of the Constitution. It readopts all provisions of Section 7 with minor stylistic changes and specifies the exact date for continuance of any dedications that existed at the date of ratification by the people of Alaska. Article IX is also amended adding a new Section 18 and a new Section 19.
2. The second section of this resolution adds language creating a Highway Fund-Section 18. All revenues received after June 30, 2001 from State of Alaska taxes on fuel used for vehicles used on the state's roadways, less administrative costs, shall be placed in a highway fund. The legislature may appropriate money from this fund only for the maintenance costs of these roadways that are maintained by the state or local government. This section does not apply to revenue received from taxes that the state collects on behalf of a local government. The fund shall be properly managed and all earnings shall be deposited into the fund. All other appropriations from this fund may be made with a three-fifths vote of the members of each house of the Legislature.
3. Continuing with the second section, this resolution adds language creating a Harbor Fund-Section 19. All revenues received after June 30, 2001 from State of Alaska taxes on fuel used in and on watercraft shall be placed in a harbor fund. The legislature may appropriate money from the fund only for the construction and improvement of harbor facilities maintained by the state or local government. This section does not apply to revenue received from taxes that the state collects on behalf of a local government. The fund shall be properly managed and all earnings shall be deposited into the fund. All other appropriations from this fund may be made with a three-fifths vote of the members of each house of the Legislature.
4. The third section of this resolution is the mechanism by which this resolution would be placed before the voters at the next general election for their consideration.

THE CONSTITUTION OF THE STATE OF ALASKA
(Extracted)

ARTICLE 09

FINANCE AND TAXATION

Section 9.7 - DEDICATED FUNDS.

The proceeds of any state tax or license shall not be dedicated to any special purpose, except as provided in section 15 of this article or when required by the federal government for state participation in federal programs.

This provision shall not prohibit the continuance of any dedication for special purposes existing upon the date of ratification of this section by the people of Alaska.

Alaska State Statutes
(Extracted)

Title 43. REVENUE AND TAXATION
Chapter 43.40. MOTOR FUEL TAX

Sec. 43.40.010. Tax on transfers or consumption of motor fuel and expenditure of proceeds.

(a) There is levied a tax of eight cents a gallon on all motor fuel sold or otherwise transferred within the state, except that

(1) the tax on aviation gasoline is four and seven-tenths cents a gallon;

(2) the tax on motor fuel used in and on watercraft of all descriptions is five cents a gallon;

(3) the tax on all aviation fuel other than gasoline is three and two-tenths cents a gallon; and

(4) the tax rate on motor fuel that is blended with alcohol is the same tax rate a gallon as other motor fuel; however,

(A) in an area and during the months in which fuel containing alcohol is required to be sold, transferred, or used in an effort to attain air quality standards for carbon monoxide as required by federal or state law or regulation, the tax rate on motor fuel that is blended with alcohol is six cents a gallon less than the tax on other motor fuel not described in (1) - (3) of this subsection;

(B) notwithstanding (A) of this paragraph, through June 30, 2004, the tax on motor fuel sold or otherwise transferred within the state is eight cents a gallon less than the tax on other motor fuel not described in (1) - (3) of this subsection if the motor fuel

(i) is at least 10 percent alcohol by volume, has been produced from the processing of lignocellulose derived from wood, and was produced in a facility that processes lignocellulose from wood, but this reduction in the rate of tax applies to motor fuel sold or transferred that contains alcohol that was produced only during the first five years of the facility's processing of lignocellulose from wood; or

(ii) is at least 10 percent alcohol by volume, has been produced from the processing of waste seafood, and was produced in a facility that processes alcohol from waste seafood, but this reduction in the rate of tax applies to motor fuel sold or transferred that contains alcohol that was produced only during the first five years of the facility's processing of alcohol from waste seafood.

(b) There is levied a tax of eight cents a gallon on all motor fuel consumed by a user, except that

(1) the tax on aviation gasoline consumed is four and seven-tenths cents a gallon;

(2) the tax on motor fuel used in and on watercraft of all descriptions is five cents a gallon;

(3) the tax on all aviation fuel other than gasoline is three and two-tenths cents a gallon; and

(4) the tax rate on motor fuel that is blended with alcohol is the same tax rate a gallon as other motor fuel; however,

(A) in an area and during the months in which fuel containing alcohol is required to be sold, transferred, or used in an effort to attain air quality standards for carbon monoxide as required by federal or state law or regulation, the tax rate on motor fuel that is blended with alcohol is six cents a gallon less than the tax on other motor fuel not described in (1) - (3) of this subsection;

(B) notwithstanding (A) of this paragraph, through June 30, 2004, the tax on motor fuel consumed by a user within the state is eight cents a gallon less than the tax on other motor fuel not described in (1) - (3) of this subsection if the motor fuel

(i) is at least 10 percent alcohol by volume, has been produced from the processing of lignocellulose derived from wood, and was produced in a facility that processes lignocellulose from wood, but this reduction in the rate of tax applies to motor fuel consumed by a user that contains alcohol that was produced only during the first five years of the facility's processing of lignocellulose from wood; or

(ii) is at least 10 percent alcohol by volume, has been produced from the processing of waste seafood, and was produced in a facility that processes alcohol from waste seafood, but this reduction in the rate of tax applies to motor fuel consumed by a user that contains alcohol that was produced only during the first five years of the facility's processing of alcohol from waste seafood.

(c) Every dealer who sells or otherwise transfers motor fuel in the state shall collect the tax at the time of sale, and remit the total tax collected during each calendar month of each year to the department by the last day of each succeeding month. Every user shall likewise remit the tax accrued on motor fuel actually used by the user during each month. If the monthly tax return is timely filed, one percent of the total monthly tax due, limited to a maximum of \$100, may be deducted and retained to cover the expense of accounting and filing the monthly tax return. At the time the remittance is made, each dealer or user shall submit a statement to the department showing all fuel which the dealer or user has distributed or used during the month.

(d) [Repealed, Sec. 3 ch 166 SLA 1976].

(e) Sixty per cent of the proceeds of the revenue from the taxes on aviation fuel, excluding the amount determined to have been spent by the state in its collection, shall be refunded to a municipality owning and operating or leasing and operating an airport in the proportion that the revenue was collected at the municipal airport. All other proceeds of the taxes on aviation fuel shall be paid into a special aviation fuel tax account in the state general fund. The legislature may appropriate funds from this account for aviation facilities.

(f) The proceeds from the revenue from the tax on motor fuel used in boats and watercraft of all descriptions shall be deposited in a special watercraft fuel tax account in the general fund. The legislature may appropriate from this account for water and harbor facilities.

(g) The proceeds of the revenue from the tax on all motor fuels, except as provided in (e), (f) and (j) of this section, shall be deposited in a special highway fuel tax account in the state general fund. The legislature may appropriate funds from it for expenditure by the Department of Transportation and Public Facilities directly or as matched with available federal-aid highway money for maintenance of highways, construction of highway projects and ferries included in the program provided for in AS 19.10.150 , including approaches, appurtenances and related facilities and acquisition of rights-of-way or easements, and other highway costs including surveys, administration, and related matters. All departments of the state government authorized to spend funds collected from taxes imposed by this chapter shall perform, when feasible, all construction or reconstruction projects by contract after the projects have been advertised for competitive bids, except that, when feasible, arrangements shall be made with political subdivisions to carry out the construction or reconstruction projects. If it is not feasible for the work to be performed by state engineering forces, the commissioner of transportation and public facilities may contract on a professional basis with private engineering firms for road design, bridge design, and services in connection with surveys. If more than one private engineering firm is available for the work the contracts shall be entered into on a negotiated basis.

(h) All motor fuel tax receipts shall be paid into the general fund and distributed to the proper accounts in the general fund. Valid motor fuel tax refund claims shall be paid from the highway fuel tax account in the general fund.

(i) [Repealed, Sec. 35 ch 126 SLA 1994].

(j) The proceeds from the tax on motor fuel used in snow vehicles and, unless a tax refund is applied for under AS 43.40.050 (a), other internal combustion engines not used in or in conjunction with a motor vehicle licensed to be operated on public ways shall be deposited in a special nonpublic highway use account in the general fund. The legislature may appropriate from this account to the Department of Transportation and Public Facilities for trail staking and shelter construction and maintenance.

(k) The tax on the transfer or consumption of motor fuel provided for in this section does not apply to liquified petroleum gas.

(l) [Repealed, Sec. 3 ch 182 SLA 1990].

Legislative Research Agency

Alaska State Legislature



130 Seward Street, Suite 218
Juneau, Alaska 99801-2196

Phone: (907) 465-3991
Fax: (907) 463-3351

May 30, 1995

MEMORANDUM

TO:

FROM: Linda Brooks *LB*
Legislative Analyst

RE: **Dedicated Highway Funds in Other States**
Research Request 95.205

You requested a list of states with dedicated highway or transportation funds. According to *Earmarking State Taxes*, an April 1995 publication of the National Conference of State Legislators (NCSL), all fifty states dedicate at least a portion of motor fuel tax revenues for transportation purposes. That the NCSL lists Alaska as a state with a dedicated transportation fund may seem surprising, because Article IX, Section 7 of Alaska's Constitution prohibits the establishment of new dedicated funds.¹ However, since Alaska Statute 43.40.010 directs that revenues from motor fuel taxes shall be deposited in a special highway fuel tax account in the state general fund and that the legislature may appropriate funds from this account for transportation purposes, the NCSL holds the view that Alaska essentially has a dedicated transportation fund for all practical purposes.² New Jersey is similar to Alaska with motor fuel tax receipts first going into the general fund and then being appropriated by the legislature for transportation purposes.

¹The Alaska Constitution provides for two exceptions to the prohibition against dedicated funds. Dedicated funds in existence at the time of statehood were allowed to continue. Also, the state may establish a new dedicated fund when it is necessary to participate in a federal program.

²Alaska Statute 43.40.010 separates motor fuel tax revenues into three categories: aviation, watercraft, and all other motor fuel tax revenues. Sixty percent of aviation motor fuel tax receipts are to be returned to a municipality owning and operating or leasing and operating a municipal airport in the proportion that the aviation fuel tax revenue was collected at the airport. All other aviation fuel tax revenues are to be deposited into a special aviation motor fuel tax account in the general fund and may be appropriated by the legislature for aviation facilities. Revenues from watercraft motor fuel taxes are to be deposited into a special watercraft motor fuel tax account in the general fund and may be appropriated by the legislature for water and harbor facilities. All other motor fuel tax revenues are to be deposited into a special highway fuel tax account in the general fund and may be appropriated by the legislature for highways and ferries.

All states dedicate motor fuel taxes, but states vary in whether the dedication is established by statute or constitution. At least twenty-three states dedicate revenues from motor fuel taxes, vehicle licensing, vehicle registration, and/or operator licensing for transportation purposes per provisions in their state constitutions. States with constitutional dedication are Alabama, Arizona, California, Florida, Georgia, Idaho, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nevada, New Hampshire, New Jersey, Oregon, Pennsylvania, South Dakota, Texas, Utah, Washington, and West Virginia. We include sections from these constitutions as Attachment A. While the constitutional provisions differ, most of these states dedicate all revenues derived from fees, excises, and/or license taxes relating to the registration, operation and use of vehicles on public highways and to fuels used for the propulsion of such vehicles to a transportation fund.

Almost all of these state constitutional provisions are silent on the subject of tax rates. However, Florida's constitution designates a "second gas tax" of two cents per gallon upon gasoline and New Jersey's constitution stipulates that there shall be credited annually to a special account in the general fund an amount equivalent to the revenue derived from two and one-half cents per gallon from the tax imposed on motor fuel. Specifying a tax rate in the constitution would make it difficult to maintain the real value of the dedicated revenues in times of inflation, since an increase in the amount of dedicated taxes would require a constitutional amendment.

Most of the constitutional provisions direct that dedicated transportation revenues are to be spent on highway and road maintenance and construction, but several states also allow their revenues to be spent on traffic law enforcement. Several states use their dedicated transportation funds for local and county roads as well as state highways. The Minnesota and Missouri constitutions specify percentages of highway tax revenues to be spent on local and county roads.

Finally, we should note that while most states dedicate 100 percent of motor fuel tax revenues for transportation purposes, some states dedicate substantially less. For example, according to fiscal year 1993 figures in the NCSL publication, *Earmarking State Taxes*, New York dedicated only 20 percent of its motor fuel tax revenues to transportation purposes. Kentucky dedicated 48 percent, New Jersey 38 percent, and Rhode Island 59. Earmarking less than 100 of motor vehicle registration or licensing fees for transportation purposes appears to be even more common. For example, instead of dedicating all revenues for transportation purposes, Arizona specifically earmarked 17 percent of vehicle licensing fees to the support of public schools in fiscal year 1993. Similarly, California dedicated 25 percent of vehicle license to the support of county health and social service programs.

We include *Highway Taxes and Fees: How They Are Collected and Distributed 1993*, published by the U.S. Department of Transportation's Federal Highway Administration as Attachment B. How states pay for highway construction and maintenance is a complex topic, and this Federal Highway Administration publication provides detailed information on highway funding practices in all fifty states. Appendix A to the NCSL's 1995 publication, *Earmarking State Taxes*, is less detailed but shows the revenues each state raised through various highway user taxes during fiscal

May 30, 1995

Page 3

year 1993 and the percentages of these revenues that were earmarked. We include the NCSL appendix as Attachment C. However, the NCSL appendix focuses on highway user *taxes* and omits information on *fees* such as operator licensing fees that might also be dedicated into state transportation funds.

We hope this information is useful to you.

Attachments



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P.O. Box Y, State Capitol
Juneau, Alaska 99811-3100
Mail Stop 3100
(907) 465-3991

March 9, 1989

MEMORANDUM

TO: Representative Alyce Hanley

ATTN: Shirley Armstrong

FROM: Gretchen Keiser *G. Keiser*
Legislative Analyst

RE: Dedicated Revenues in Alaska and Other States
Research Request 89.232

You requested information regarding the types of revenues that are dedicated to specific programs in other states. You also asked for a discussion of Alaska's dedicated funds and special accounts.

DEDICATION OF TAX REVENUES IN THE 50 STATES

According to a 1986 survey available from the National Conference of State Legislatures (NCSL), about 21 percent of state tax revenue was dedicated in 1984.¹ Attachment A provides several tables from the NCSL report which summarize the extent of earmarking, the type of taxes earmarked, and the purposes for which the tax revenue is dedicated. The NCSL study provides comprehensive information according to the following definitions:

- Dedication or earmarking - the designation of certain revenue for specific purposes on a continuing basis.
- Taxes - all taxes as well as licenses and motor vehicle registration fees--according to the U.S. Census Bureau's standardized tax collections data. Excluded are non-tax revenues such as user fees (e.g., park fees, higher education tuition, and hospital charges) and mineral royalties and bonuses.
- State revenues - revenues from tax which are levied by the state and not the local and federal governments.

¹S. Gold, B. Erickson, and M. Kissell, "Earmarking State Taxes," National Conference of State Legislatures, 1986, 87 pp.

Dedication, or earmarking, is widespread in state fiscal systems. The incidence of earmarking revenues for specific purposes has increased in recent years, while the portion of total state tax revenue that is dedicated has declined markedly since the mid-1950s when 51 percent of state tax revenue was dedicated. The decline in the proportion of tax revenue that is dedicated has occurred because 1) the greatest growth in state tax revenue has been experienced in less heavily earmarked taxes and 2) some states have removed substantial earmarking provisions. Alaska, along with Connecticut, Delaware, Hawaii, Louisiana and Rhode Island, earmarked five percent or less of their tax revenue in 1984. At the other extreme, Alabama earmarked 89 percent of its tax revenue for specific purposes.

In 1984, the taxes most widely earmarked were those on motor fuels, motor vehicle registration fees, general sales, alcoholic beverages, and cigarettes. Table 2 in Attachment A summarizes the frequency of earmarking major state taxes and the purposes to which these taxes were dedicated. For example, the motor fuels tax is earmarked to some extent in 48 states, while motor vehicle registration fees are earmarked in 42 states. These revenues are typically dedicated for highways and other transportation purposes. On the other hand, state revenues from general sales, alcoholic beverages, and cigarettes taxes are commonly earmarked for local governments or education (Tables 3 - 6 in Attachment A). Although not tax revenue, lottery proceeds in the majority of lottery states are also earmarked for various purposes (Table 7 in Attachment A).

ALASKA'S DEDICATED REVENUE FUNDS

Article IX, Section 7 of the Alaska Constitution prohibits the dedication of the proceeds of any state tax or license for a special purpose, except 1) revenues that were dedicated prior to ratification of the constitution, 2) mineral revenues dedicated to the Alaska Permanent Fund, and 3) revenues dedicated to funds in order to meet requirements for state participation in federal programs. According to current interpretation, the Alaska Constitution's prohibition against dedication of revenues applies to most sources of state revenue and not solely to tax and license revenue. A 1982 Attorney General's Opinion concluded that Article IX, Section 7 should also be read to contain implied exemptions for pension contributions, proceeds from bond issues, sinking fund receipts, revolving fund receipts, contributions from local government unit for state-local cooperative programs and tax receipts which the state collects on behalf of local governments.²

²Letter from Attorney General Wilson Condon to Gerald Wilkerson, legislative auditor and Carole Burger, commissioner of Administration, November 30, 1982.

In the remainder of this memorandum, I present a brief description of the dedicated revenue funds explicitly permitted under the Alaska Constitution. Fiscal data for FY 88 from the Comprehensive Annual Financial Report, prepared by the Department of Administration, is presented for each dedicated revenue fund. A previous House Research Agency memorandum (85.319) provides detailed descriptions of most dedicated revenue funds and other special accounts which exist outside of the general fund (Attachment B).

Dedicated revenue funds exempted under Article IX, Section 7 include:

- Training and Building Fund (AS 23.20.130) - derived from interest and penalty charges assessed for failure to file timely reports and pay contributions to the Unemployment Compensation Fund. The money is used by the Department of Labor for administration of the Employment Security Act and for job training programs, although any unobligated balance over \$100,000 on the last day of the fiscal year must be transferred within 20 days to the state-administered, federal Unemployment Compensation Fund.
- Fish and Game Fund (AS 16.05.100) - receives sportfishing and hunting license receipts, proceeds from state sale of furs, settlements of state claims, and money from other government units and private donors. The money is spent by the Department of Fish and Game on sportfish and game resource programs.
- University of Alaska Permanent Fund (AS 14.40.400) - consists of monies received from land and mineral lease rentals, lands sales, and bonuses and royalties on minerals from lands designated by a Congressional land grant in 1929. Income from the trust fund must be used exclusively for the School of Mines and Agricultural College.
- School Fund (AS 43.50.140) - derived from Cigarette Tax receipts and is to be used for rehabilitation, construction and repair of Alaska school facilities.
- Alaska Permanent Fund (AS 37.13.010) - receives a portion of all mineral lease rentals, royalties, royalty sale proceeds, net profit shares, and federal mineral revenue sharing payments. The annual net income is available for appropriation.
- Public School Fund (AS 37.15.110) - derived from one-half of one percent of the total receipts from the management of state lands, including proceeds of sale or annual rent of surface rights, mineral lease rentals, royalties, royalty sales, and federal mineral revenue sharing payments. The income is credited to the general fund and reserved for public schools.

- Mental Health Trust Income Account (AS 37.14.011) - under 1987 legislation, will receive the equivalent of annual rentals equal to eight percent of the fair market value of lands constituting the mental health trust corpus (as originally established under the federal Alaska Mental Health Enabling Act of 1956) once the trust corpus is reconstituted by the Department of Natural Resources. The monies are to be annually appropriated first to meet the necessary expenses of the state's mental health programs and the remainder may be appropriated for other public purposes.
- National Petroleum Reserve - Alaska (NPR-A) Fund. (AS 37.05.530) - consists of money received from the federal government as sharing of oil and gas revenues (bonuses and rentals) in the NPR-A. The legislative intent is that the money be made available for grants to municipalities affected by NPR-A activities, with lapsed monies deposited in the general fund, Public School Fund and Alaska Permanent Fund.

Table 1 presents FY 88 fiscal data for each of these dedicated revenue funds. In most cases, the interest earned on money in the dedicated fund accrues to the fund (i.e., Fish and Game Fund, University of Alaska Permanent Fund, Alaska Permanent Fund, Public School Fund, and the Mental Health Trust Income Account). The School Fund accrues no interest because the fund's cigarette tax revenues are appropriated annually at the beginning of the fiscal year. The NPR-A Fund receives only the federal revenues and does not retain the interest earned on money in the fund. The Annual Financial Report also indicates that the Training and Building Fund does not accrue interest earnings.

OTHER ALASKA FUNDS SEPARATE FROM THE GENERAL FUND

The Annual Financial Report lists several funds which are not part of the general fund but do not qualify under the explicit exemptions of Article IX, Section 7 for dedicated funds. Some of these funds are examples of implicit exceptions, while others do not constitute dedicated funds. These funds are briefly described below, according to categories listed in the financial report.

Special Revenue Funds. Included in this category are the Disaster Fund and the Fire Suppression Fund which are financed through legislative appropriations. This group also includes the previously mentioned Training and Building Fund, School Fund, Fish and Game Fund, and National Petroleum Reserve Fund which are dedicated funds.

Debt Service Funds. These funds are established to repay the state's bond obligations and are funded through the general fund.

TABLE 1

APPLICATED REVENUE FUNDS: FY 88
(In thousands)

	Beginning Balance July 1, 1987	Additions	Deductions	Ending Balance June 30, 1988
Training and Building *	\$340	\$738	\$852	\$226
Fish and Game	536	9,367	7,605	2,298
University of Alaska Permanent Fund	11,053	1,413	663	11,803
School Fund	2,349	2,777	3,500	1,626
Alaska Permanent Fund	8,369,114	1,247,014	424,376	9,191,752
Public School Fund	80,835	12,578	7,277	86,136
Mental Health Trust Income Account	760	1,180	0	1,940
National Petroleum Reserve - Alaska Fund	28,984	1,002	25,190	4,796

* Any unobligated balance in excess of \$100,000 in the Training and Building Fund on the last day of the fiscal year must be transferred within 20 days to the state-administered, federal Unemployment Compensation Fund.

Source: State of Alaska, "Comprehensive Annual Financial Report FY 88."

Prepared by the House Research Agency, March 1989 (89.232).

Representative Hanley
March 9, 1989
Page 6

Capital Project Funds. Revenues from general obligation bond sales are deposited in these funds and are committed to the purposes of the bond proposal approved by Alaska voters.

Enterprise Funds. These funds include the numerous revolving loan funds and the International Airport Funds.

Internal Service Funds. The two funds in this category--the Highway Equipment Working Capital Fund and the Correctional Industries Fund--account for the financing of goods and services provided by one state agency to another. The Highway Equipment Working Capital Fund receives money from state agencies using state equipment fleet vehicles; the money is used to purchase new vehicles. The correctional industry program is financed by the Correctional Industries Fund.

Trust and Agency Funds. This group of funds includes several previously mentioned, dedicated revenue funds: Public School Fund, University of Alaska Permanent Fund, and the Alaska Permanent Fund. This group also includes several expendable trust funds: Budget Reserve Fund, Memorial Scholarship Fund, Alaska Housing Finance Corporation Mortgage Insurance Fund, Permanent Fund Dividend Fund, and Unemployment Compensation Fund.³ Finally, the various pension funds (Public Employees' Retirement System, Teachers' Retirement System, Military Retirement System, and Judicial Retirement System) are included in this group.

I hope this information is useful. Please contact me if you have any questions.

Attachments

³The Unemployment Compensation Fund receives all payroll taxes and other contributions collected through the Unemployment Insurance Program and can be used only to pay unemployment compensation. Although it is a dedicated fund, it is technically a federal fund administered by the state outside of the state treasury.

SB

231

ALASKA STATE LEGISLATURE
Senator Georgianna Lincoln

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Woonum

March 3, 2000

MEMORANDUM

TO: Representative Andrew Halcro, Chair
House Transportation Committee

FROM: Senator Georgianna Lincoln 

RE: SB 231

Senate Bill 231, relating to Alaska Native Veterans' Honor Bridge, passed the Senate on March 1st, 2000, on a vote of 19 yeas and 0 nays. SB 231 has been referred to the House Transportation Committee. Attached please find a sponsor statement and other back-up material for SB 231. I would very much appreciate a hearing scheduled at your earliest convenience.

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

BILL NO. SB 231

Revision Date/Time (Note if correction) _____ Dept. Affected DOT&PF
 Title An Act Naming the Alaska Native Veteran's BRU Highways and Aviation
Honor Bridge Component Northern Region Highways and Aviation
 Sponsor Senator Lincoln
 Requester State Affairs Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Dennis Poshard, Special Assistant to the Commissioner Phone 465-3904
 Division Commissioner's Office Date/Time 2/15/00 12:25 PM
 Approved by Commissioner *Joseph L. Perkins* Date _____
 Agency Joseph L. Perkins, DOT&PF

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MUNICIPALITY OF NENANA

RESOLUTION 98-10

ALASKA NATIVE VETERANS BRIDGE

WHEREAS, the Athabascan nation has a proud history of supporting our US Armed Forces by having our young men and women volunteering to serve; and

WHEREAS, the Athabascan nation is proud of all the young people who served in the US Armed Forces throughout times of peace, war and conflicts, and we are seeking ways to honor them; and

WHEREAS, the highway bridge that crosses the Tanana River at Nenana is of the appropriate size and has suitable location to honor our Alaskan Native veterans.

NOW THEREFORE BE IT RESOLVED that the Nenana Municipal Assembly hereby directs the administration to begin efforts immediately to have the highway bridge at Nenana named the ALASKA NATIVE VETERAN HONOR BRIDGE.

PASSED AND APPROVED by a duly constituted quorum of the Municipal Assembly this 9th day of April, 1998.

MUNICIPALITY OF NENANA

Robert L. Knight
Robert L. Knight, Mayor

Introduced: 4/9/98

Adopted: 4/9/98

Attest: Karen Harvey
Karen Harvey, City Clerk

NENANA NATIVE VILLAGE

P.O. BOX 356

NENANA, ALASKA 99760

(907) 832-5461

Fax: (907) 832-1077

ALASKA NATIVE VETERANS BRIDGE

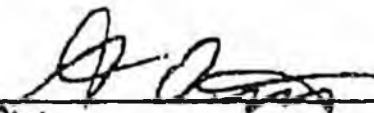
RESOLUTION # 98-17

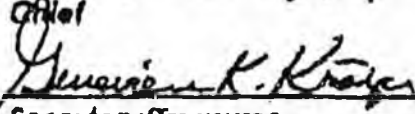
- WHEREAS, the Athabascan nation has a proud history of supporting our U.S. Armed Forces by having our young men and women volunteering to serve; and
- WHEREAS, the Athabascan nation is proud of all the young people who served in the U.S. Armed Forces throughout times of peace, war and conflicts, and we are seeking ways to honor them; and
- WHEREAS, the highway bridge that crosses the Tanana River at Nenana is of the appropriate size and has a suitable location to honor our Alaskan Native veterans.

NOW THEREFORE BE IT RESOLVED that the Nenana Native Village hereby directs the Tribal Administrator to begin efforts immediately through whatever local, state or national entities that are necessary to have the highway bridge at Nenana named the Alaskan Native Veteran Honor Bridge.

CERTIFICATION

I hereby certify that this resolution was duly passed by the Nenana Native Village on April 6, 1998 at Nenana, Alaska and a quorum was duly established.



Title


Secretary/Treasurer

ALASKA FEDERATION OF NATIVES, INC.

1998 ANNUAL CONVENTION

RESOLUTION NO. 98-10

TITLE: SUPPORTING NENANA'S EFFORTS TO NAME A TANANA RIVER BRIDGE, "THE ALASKA NATIVE VETERAN HONOR BRIDGE"

WHEREAS: Alaska Native tribes throughout Alaska have a proud history of supporting our U.S. Armed Forces by having our young men and women volunteering to serve; and,

WHEREAS: Alaska Natives are proud of the all the young people who served in the U.S. Armed Forces through times of peace, war and conflict, and we are seeking ways to honor them; and,

WHEREAS: The highway bridge that crosses the Tanana River at Nenana is of the appropriate size and has a suitable location to honor our Alaska Native veterans; and,

WHEREAS: By separate resolutions, the Nenana Native Village and the Municipality of Nenana have directed their respective administrations to begin efforts to have the highway bridge crossing the Tanana River near Nenana formally named;

NOW THEREFORE BE IT RESOLVED by the Delegates to the 1998 Annual Convention of the Alaska Federation of Natives, Inc., that AFN fully supports the Nenana Native Village and Municipality of Nenana in their respective efforts to immediately have the highway bridge at Nenana named *The Alaska Native Veteran Honor Bridge*.

SUBMITTED BY: Alaska Federation of Natives, Inc. Board of Directors

COMMITTEE RECOMMENDATION: DO PASS

CONVENTION ACTION: PASSED



SB

288

FISCAL NOTE

No. 1
 Bill Version: SB288
 BIL (S) Publish Date: 3/24/00

STATE OF ALASKA
 2000 LEGISLATIVE SESSION

Revision Date/Time (Note if correction) _____	Dept. Affected <u>DOT&PF</u>
Title <u>"An Act authorizing the DOT&PF to enter into</u>	<u>ERU</u> <u>Marine Highway System</u>
<u>an agreement with the Inter-Island Ferry Authority...</u>	Component <u>Southeast Shore Operations</u>
Sponsor <u>Senate Labor & Commerce</u>	<u>Engineering Mangement</u>
Requester <u>Senate Transportation</u>	Component Serial No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services		(115.0)	(115.0)	(115.0)	(115.0)	(115.0)
Travel		(2.0)	(2.0)	(2.0)	(2.0)	(2.0)
Contractual		(14.0)	(14.0)	(14.0)	(14.0)	(14.0)
Supplies		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	(141.0)	(141.0)	(141.0)	(141.0)	(141.0)

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other- Marine Highway Fund		(141.0)	(141.0)	(141.0)	(141.0)	(141.0)
TOTAL	0.0	(141.0)	(141.0)	(141.0)	(141.0)	(141.0)

Estimate of any current year (FY00) cost: _____

POSITIONS

Full-time		(2.0)	(2.0)	(2.0)	(2.0)	(2.0)
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

(See Attached)

Prepared by <u>Dennis Poshard, Legislative Liaison</u>	Phone <u>465-3904</u>
Division <u>Office of the Commissioner</u>	Date/Time <u>3/18/00 10:34 AM</u>
Approved by <u>Commissioner [Signature]</u>	Date <u>3/20/00</u>
Agency <u>Department of Transportation and Public Facilities</u>	

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SB 288
#1

Department of Transportation and Public Facilities
Fiscal Note Analysis
SB 288
March 18, 2000

"An Act authorizing the Department of Transportation and Public Facilities to enter into an agreement with the Inter-Island Ferry Authority (IFA) regarding the operation of the Clarke Bay Terminal, Prince of Wales Island"

This bill would allow the Department to transfer the operation and maintenance of the Clarke Bay Terminal to the Inter-Island Ferry Authority. The Department would therefore achieve operational savings as follows:

Personal Services - \$115,000. \$5,000 is the amount our maintenance workers charge per year for preventative and emergency maintenance at the terminal. The remaining \$110,000 represents the cost of two terminal agents working at Hollis. The third employee (seasonal) needs to be maintained to make AMHS reservations on Prince of Wales Island for passage on AMHS vessels. That work load would all shift to Ketchikan and further inconvenience AMHS customers if this services is not provided.

Travel - \$2,000. This is the amount of travel and per diem for the workers to travel from Ketchikan when working on the terminal.

Contractual - \$14,000. This covers electricity, phone, fuel oil, vehicle rental, and other miscellaneous expenses to operate the terminal for a year.

Supplies - \$10,000. This includes office supplies used at the terminal as well as maintenance and repair supplies used by the terminal maintenance workers. This includes maintaining and repairing the hydraulic ramp and other parts at the dock.

This fiscal note assumes a transfer date of July 1, 2001, pending delivery and operation of the IFA's first vessel.

KODIAK OFFICE
112 MILL BAY ROAD
KODIAK, ALASKA 99615
(907) 486-4925
(907) 486-5264 (FAX)

ALASKA STATE LEGISLATURE

STATE CAPITOL
JUNEAU, ALASKA 99801-1182
(907) 465-4925
(800) 821-4925 (TOLL FREE)
(907) 465-3517 (FAX)

SENATOR JERRY MACKIE

SENATE MAJORITY LEADER

April 8, 2000

MEMORANDUM

To: Representative Halcro, Chair
House Transportation Committee

From: Senator Mackie 

Re: Schedule for SB 288, Approve Clarke Bay Terminal Agreement.

I would appreciate your scheduling SB 288 for a Transportation Committee hearing at your earliest convenience. Attached is a sponsor statement and supporting information for this legislation. If there is any questions or need for additional information, please contact my office or me.

Thank you for your attention to this request.

KODIAK OFFICE
112 MILL BAY ROAD
KODIAK, ALASKA 99615
(907) 486-4925
(907) 486-5264 (FAX)

ALASKA STATE LEGISLATURE



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SENATOR JERRY MACKIE

SENATE MAJORITY LEADER

SPONSOR STATEMENT

SB 288, Approving Clarke Bay Terminal Agreement.

SB 288 authorizes the Department of Transportation and Public Facilities to enter into an agreement with the Inter-Island Ferry Authority to operate the state's Clarke Bay marine terminal facility.

Rather than rely on the uncertain plans of the state, the communities of Prince of Wales Island took the initiative in 1997 to solve their own ferry service needs. They formed the Inter-island Ferry Authority to provide daily ferry service from POW to Ketchikan and to provide a northern link to the communities of Petersburg and Wrangell. Currently, the service between Ketchikan and Clarke Bay (Hollis) by Alaska Marine Highway System ferries is five trips a week during the summer and three trips a week during the winter. For a substantial part of the winter, this service is further reduced to once a week.

The Authority is well on its way to establishing a revenue sustaining transportation system that meets the area's need for increased service. Construction of the first ship is scheduled for June of next year. Considerable funds have also been secured to upgrade existing terminal facilities and construct the new ones needed for the northern portion.

A key feature of the Inter-Island Ferry Authority is the use and operation of the Clarke Bay terminal facility. The state is willing to come to an agreement with the Authority to operate the facility since it will be the principal user. Legislative approval, however, is required before such an agreement can be concluded (AS 29.35.722(2)). This approval is provided in SB 288.

Sec. 29.35.705. Audits. (a) The board shall have the financial records of an authority audited annually by an independent certified public accountant.

(b) An authority shall make all of its financial records available to an auditor appointed by a municipality participating in the authority for examination. (§ 2 ch 97 SLA 1992)

Sec. 29.35.710. Remedies. A holder of bonds or notes or coupons attached to the bonds issued by an authority under AS 29.35.625, and a trustee under a trust agreement or resolution authorizing the issuance of the bonds, except as restricted by a trust agreement or resolution, either at law or in equity, may

(1) enforce all rights granted under AS 29.35.600 — 29.35.730, the trust agreement or resolution, or another contract executed by the authority; and

(2) compel the performance of all duties of the authority required by AS 29.35.600 — 29.35.730 or the trust agreement or resolution. (§ 2 ch 97 SLA 1992)

Sec. 29.35.715. Claims. For the purpose of judicial and regulatory proceedings by and against an authority, an authority and its board members and employees enjoy the same rights, privileges, and immunities as a municipality and municipal officers. (§ 2 ch 97 SLA 1992)

Sec. 29.35.720. Conflicting laws inapplicable. If provisions of AS 29.35.600 — 29.35.730 conflict with other provisions of this title, the provisions of AS 29.35.600 — 29.35.730 prevail. (§ 2 ch 97 SLA 1992)

Sec. 29.35.722. Ownership or operation of certain state facilities prohibited. The state may not, without the approval of the legislature,

(1) convey or transfer the Alaska marine highway system, the Anchorage or Fairbanks international airports, or any other state asset, except undeveloped state land as provided in AS 38.05.810 or surplused property, to an authority; or

(2) enter into an agreement with an authority under which the authority would operate the Alaska marine highway system, the Anchorage or Fairbanks international airports, or any other state facility, system, or function that employs one or more employees. (§ 2 ch 97 SLA 1992)

Cross references. — For Alaska marine highway system, see AS 19.65.

Sec. 29.35.725. Definitions. In AS 29.35.600 — 29.35.730, unless the context otherwise requires,

(1) "authority" means a port authority established under AS 29.35.605;

(2) "board" means the board of directors of an authority;

(3) "bonds" includes bonds, bond anticipation notes, notes, refunding bonds, or other forms of indebtedness of the authority;

(4) "bylaws" or "bylaws of the authority" means the guidelines adopted by and amended by the board from time to time in accordance with AS 29.35.600 — 29.35.730;

(5) "port" means a facility of transportation related commerce located within the state;

(6) "project" means a port, dock, and administrative facilities, including property necessary in connection with the operation of a port;

(7) "project cost" or "cost of a project" means all or any part of the aggregate costs determined by an authority to be necessary to finance the construction or acquisition of a project, including without limitation to the cost of acquiring real property, the cost of constructing buildings and improvements, the cost of financing the project, including, without limitation, interest charges before, during, or after construction or acquisition of the project, costs related to the determination of the feasibility, planning, design, or



March 6, 2000

Senator Jerry Mackie
Room 427 State Capitol
Mailstop: 3100
Juneau, AK 99801-1182

Subject: Legislation for Interisland Ferry Authority Operation of Hollis Terminal

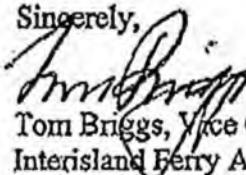
Dear Sen. Mackie:

The Interisland Ferry Authority, a Port Authority under Title 29.35.600, the Alaska Municipal Port Authority Act, is negotiating with the State of Alaska the terms of operation and maintenance of the Clark Bay (Hollis) Ferry Terminal. The need for the terminal is to facilitate the operational support of the daily ferry vessel to be brought online in the spring of 2001.

In a meeting last week, the Alaska Department of Transportation indicated that under state law, the operation of state owned assets by port authorities requires the approval of the Legislature. The Interisland Ferry Authority therefore respectfully requests your assistance in seeking legislative approval for the authority to enter into a long term agreement with the State of Alaska for operation and maintenance of the Clark Bay Ferry Terminal.

Your assistance of the Interisland Ferry Authority in this matter will be greatly appreciated.

Sincerely,


Tom Briggs, Vice Chairman
Interisland Ferry Authority

Cc: IFA Board of Directors

INTER-ISLAND FERRY AUTHORITY
An Alaska Municipal Corporation
P.O. Box 725 • Craig, Alaska 99921
Telephone: (907) 826-3275 Telefax (907) 826-3278

Inter-island Ferry Project

Project Description

Project Overview

Introduction

The Inter-island Ferry Authority (IFA) proposes to design and construct a new passenger and vehicle ferry. The purpose of this ferry is to meet the growing demand for ferry transportation between Prince of Wales Island communities and Ketchikan.¹ The IFA is a recently formed port authority; it will own and operate this new ferry.

The proposed new ferry will replace an Alaska Marine Highway System (AMHS) ferry, MV AURORA, to provide service on a route between Prince of Wales Island and Ketchikan. Exhibit 1 includes a map showing the route of the proposed IFA ferry. The proposed IFA route is the same as that over which the State of Alaska operates the MV AURORA.²

The IFA plans to provide year-around twice-daily service on this route. The IFA will use a 17-hour, two-shift operating day to provide this level of service.

The IFA will use existing AMHS ferry terminals at Clark Bay on Prince of Wales Island and in Ketchikan to support its operations. Use agreements between the IFA and the State of Alaska Department of Transportation and Public Facilities will allow the IFA to use AMHS terminals.

Pro-forma financial analysis to date shows that the IFA operation will generate sufficient revenue to pay its operating, maintenance and repair costs. Those revenues will also support debt service sufficient to provide FTA grant matching funds.

¹ See Project Justification elsewhere in this grant application for a more complete discussion of the justification for this project.

² The State of Alaska will reassign the MV AURORA to other AMHS routes once the proposed new IFA ferry begins operation.