

ALASKA LEGISLATURE COMMITTEE FILES 2007-2008 HR LS 1 2 3 3 1

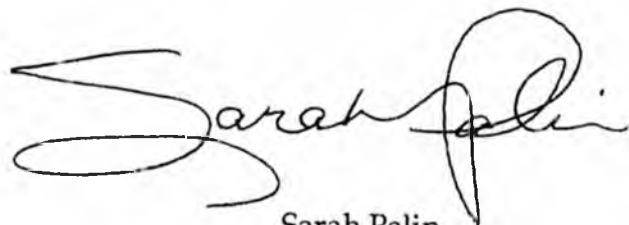
The Honorable John Harris

July 8, 2008

Page 2

I look forward to a successful special session that results in securing Alaska's economic future through building a natural gas pipeline.

Sincerely,

A handwritten signature in black ink that reads "Sarah Palin". The signature is written in a cursive style with a large, looping "S" at the beginning and a large, looping "P" at the end.

Sarah Palin
Governor

Enclosure

HB4001



SARAH PALIN
GOVERNOR
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STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

July 8, 2008

The Honorable John Harris
Speaker of the House
Alaska State Legislature
State Capitol, Room 208
Juneau, AK 99801-1182

Dear Speaker Harris:

Today I am transmitting to you the appropriation bill referenced in the call for the second special session for the Alaska Gasline Inducement Act (AGIA). Legislative approval of the AGIA licensee will require funds for the inducement, implementation costs, job training for Alaskans, in-state gas use, and the infrastructure necessary for gas pipeline construction.

The appropriation bill totals nearly \$377 million and includes the following:

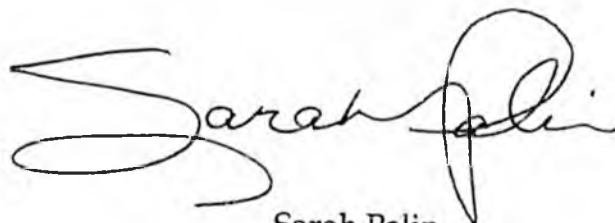
- \$164.0 million to fully capitalize the \$500 million AGIA reimbursement fund when combined with reappropriation of the \$300 million, plus an estimated \$36 million in interest, from the Alaska Housing Finance Corporation into the AGIA reimbursement fund;
- \$31.0 million for planning and design of necessary improvements to the Dalton, Elliott, Richardson, Alaska, and Haines Highways;
- \$75.4 million for Dalton Highway reconstruction;
- \$23.5 million for Haines Highway reconstruction, realignment and Chilkat River Bridge replacement;
- \$42.7 million for workforce development activities;
- \$25.0 million for the Alaska Natural Gas Development Authority for in-state gas use; and
- \$15.0 million to the Department of Natural Resources for gas pipeline implementation.

Project specific back-up is posted on the Office of Management and Budget's website and will be provided to the Finance Committee co-chairs.

The Honorable John Harris
July 8, 2008
Page 2

I look forward to a successful special session that results in securing Alaska's economic future through building a natural gas pipeline.

Sincerely,

A handwritten signature in black ink that reads "Sarah Palin". The signature is written in a cursive style with a large, looping "S" at the beginning and a distinct "P" at the end.

Sarah Palin
Governor

Enclosure

State of Alaska

Department of Revenue
Commissioner's Office



SARAH PALIN, GOVERNOR

333 Willoughby Avenue, 11th Floor

P.O. Box 110400

Juneau, Alaska 99811-0405

Phone: (907) 465-2300

Fax: (907) 465-2394

The Honorable Mike Chenault, Co-Chair
House Finance Committee
Alaska State Legislature
State Capitol, Room 505
Juneau, Alaska 99801

August 4, 2008

The Honorable Kevin Meyer, Co-Chair
House Finance Committee
Alaska State Legislature
State Capitol, Room 515

Dear Co-Chairs:

A number of legislators have asked for clarification on the implication of appropriating funds to the AGIA reimbursement fund ("AGIA Fund"). Following are answers to the most frequently asked questions.

Are funds that are appropriated to the AGIA Fund available for other purposes?

The Administration will have no authority to use these funds for any purpose other than to reimburse the AGIA licensee for qualified expenditures. The Legislature retains full authority to re-appropriate funds out of the AGIA Fund for other purposes.

What happens to the interest earned on the AGIA Fund balance?

The interest earned by the AGIA Fund will be separately accounted and reported to the legislature for appropriation. Until appropriated, the Administration has no authority to expend these funds for any purpose.

How will the legislature track the disbursements out of the AGIA Fund?

The AGIA statute at AS 43.90.400(d) requires the commissioners to submit a report to the legislature within 10 days of the start of each regular session that lists all disbursements from the AGIA Fund during the preceding fiscal year, including a written justification for each disbursement, and the projected amount of money that will be required for reimbursement for each of the next three fiscal years. In addition, the regulations adopted by the Department of Revenue for qualified expenditures requires an annual audit of disbursements from the AGIA Fund.

Will monies held in the AGIA Fund earn more interest than those in the General Fund?

Both the general fund and the AGIA Fund will be invested under the authority of the Commissioner of Revenue. Absent some understanding between the Commissioner and the legislature, given the ability of the legislature to re-appropriate these funds at any time, the AGIA Fund will likely be invested in a manner similar to the general fund. In other words, both funds will be kept in short-term fixed income

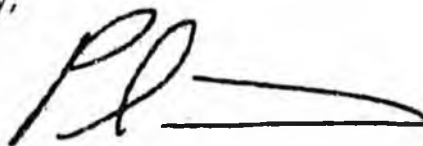
House Finance Committee

August 4, 2008

Page 2

investments with maturities of a year or less. However, if the Commissioner is reasonably assured the legislature does not intend to re-appropriate funds out of the AGIA Fund, then the Commissioner will likely invest these monies in a way that reflects the licensee's expected disbursement schedule. In other words, employ a liquidity objective that spreads across five years. By extending the liquidity objective, the Commissioner may be able to move out on the yield curve and increase the return on these funds by up to 2% over the general fund return. A 2% return increase on \$500 million is worth approximately \$10 million per year.

Sincerely,

A handwritten signature in black ink, appearing to read 'PG', followed by a horizontal line extending to the right.

Patrick Galvin
Commissioner

Distribution:

Representative Bill Stoltze, Vice Chair, State Capitol, Room 501
Representative Richard Foster, State Capitol, Room 410
Representative Mike Hawker, State Capitol, Room 502
Representative Mike Kelly, State Capitol, Room 513
Representative Bill Thomas, State Capitol, Room 434
Representative Harry Crawford, State Capitol, Room 400
Representative Les Gara, State Capitol, Room 500
Representative Reggie Joule, State Capitol, Room 421
Representative Mary Nelson, State Capitol, Room 415

cc: Alaska State Legislature

From: Aves Thompson [mailto:aves@aktrucks.org]

Sent: Friday, August 01, 2008 1:38 PM

To: Rep. Kevin Meyer; 'Rep Bill Stoltz'; Rep. Bill Thomas; Rep. Harry Crawford; Rep. Les Gara;
Rep. Mary Nelson; Rep. Mike Chenault; Rep. Mike Hawker; Rep. Mike Kelly; Rep. Reggie Joule;
Rep. Richard Foster

Cc: Randall Ruaro

Subject: CSHB 4005 Fuel Tax Suspension

The Alaska Trucking Association supports the suspension of the motor fuel tax for the short term to help address current high fuel prices. While this suspension will not return prices to earlier more reasonable levels, we do feel that it can be one piece of a larger plan to provide Alaskans with reliable, affordable energy supplies.

Aves Thompson
Executive Director
Alaska Trucking Association
907.276.1149 phone
907.240.0114 cell
www.aktrucks.org

Please post.

From: Connie Fredenberg [mailto:conniefredenberg@mtaonline.net]

Sent: Friday, August 01, 2008 1:36 PM

To: Rep. Mike Chenault; Rep. Kevin Meyer; Rep. Bill Stoltze; Rep. Richard Foster; Rep. Mike Hawker; Rep. Mike Kelly; Rep. Bill Thomas; Rep. Harry Crawford; Rep. Les Gara; Rep. Reggie Joule; Rep. Mary Nelson

Subject: *****SPAM***** Comments on House Bil No. 4005

Dear Legislators,

I have worked with rural electric utilities for the past 5 years. I am in support of HB 4005, which addresses changes to the Power Cost Equalization Program, but have a few general suggestions based upon my experience.

I would suggest leaving the 500 kWh limit for residents in place. Changing the eligible hours during the summer and winter will create a reporting confusion for many utilities and increase the reviewing burden on the AEA.

Raising the limit to 700 kWh will also discourage conservation and increase fuel consumption by the utility. This is not the direction we should be going.

Communities that have installed pre-pay metering systems rarely have ratepayers that exceed the 500 kWh limit because ratepayers are very aware of their energy consumption. Assisting rural utilities to get pre-pay electric meters will provide far more benefits to both ratepayers and utilities in the long run than raising the limit to 700 kWh.

I strongly support raising the ceiling for the PCE subsidy. The maximum amount (\$.3765/kWh) has been reached by some utilities while their fuel costs continue to rise to unprecedented levels with no relief in sight. Some utilities I work with are very reluctant to raise their rates, as should happen with such fuel cost increases, because their ratepayers already struggle to pay the current rates.

Thank you for addressing this most pressing issue.

Sincerely,

Connie Fredenberg

David Lean
516 Bennington Dr
Fairbanks, AK 99709
590-3850

Aug 1, 2008

Representative Mike Chenault
Alaska House of Representatives
800-469-3779
Fax-907-465-2833

Dear Representative Chenault:

I strongly support HB4001 for additional funding for maintenance and improvement of the Dalton & Elliott Highways. A portion of my livelihood depends on the condition of these roads. I work for a trucking company that uses these roads to serve a number of customers. Road conditions, both general and seasonal, are a personal concern with regards to coworker safety and economic viability of my employer.

Best wishes in getting this bill passed.

David Lean

Please post.

From: Harry McDonald [mailto:hmcDonald@carlile.biz]
Sent: Friday, August 01, 2008 10:49 AM
To: Rep. Mike Chenault
Subject: HB and SB 4001

To All Legislators,

I am writing with my support of HB and SB 4001, an act making supplemental and capital appropriations.

Of particular importance to me is the Gas Pipeline Infrastructure Preparation section, page 2 lines 18-24, and page 3 lines 1-5. The highways and bridge that are being considered for repair and construction are critical infrastructure aspects for the transportation corridor of Alaska.

These roads have always been in need of attention for Alaska's longevity purposes as well as supporting the infrastructure this state is going to require for the reason of a gas line construction. Without sufficient improvements to our highways and bridges, movement of supplies and material will not be sufficient to maintain an economic attraction in terms of supply and demand for a sustainable construction project of this size.

I ask that you support the \$130 million appropriation for capital expenditures related to transportation and infrastructure as written in HB and SB 4001.

Thanks for your consideration,

Harry McDonald
907-275-7797

David Lean
516 Bennington Dr
Fairbanks, AK 99709
590-3850

Aug 1, 2008

Representative Mike Chenault
Alaska House of Representatives
800-469-3779
Fax-907-465-2833

Dear Representative Chenault:

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Best wishes in getting this bill passed.

David Lean

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER

SARAH PALIN, GOVERNOR

3122 CHANNEL DRIVE
PO Box 112500
JUNEAU, ALASKA 99811-2500

FAX: (907) 588-8385
PHONE: (907) 465-3900

July 30, 2008

The Honorable Bert Stedman
Co-Chair, Senate Finance Committee
Alaska State Legislature
50 Front Street, Suite 203
Ketchikan AK 99901

The Honorable Lyman Hoffman
Co-Chair, Senate Finance Committee
Alaska State Legislature
716 W. 4th Ave., Suite 530B
Anchorage AK 99501-2133

Dear Senators Stedman and Hoffman:

This letter is in response to questions posed by the Senate Finance Committee during the hearing on Senate Bill 4001 on July 23, 2008. Enclosed is a comparison of Haines vs. Skagway as the preferred port of entry for gas pipeline equipment and pipe. As discussed in committee, the Department is completing a "Cost Estimating Overview." This will include the determination of an inflation factor to be applied to projects. It is anticipated this will be completed by mid-October. Copies will be forwarded to you, for distribution to your committee members, as soon as complete. We will be happy to provide briefings to you and any member of your committee at that time as well.

The need for the funding in SB 4001 is critical for the Department to be successful in our goal to have the routes prepared for moving modules, pipe and equipment prior to start of gasline construction. Road closures, pilot cars and detours during construction will increase the cost to the builders as well to the state's construction projects. We need to start now in order to be ready for gasline construction to begin in 2015/2016.

The short timeframe within which to complete road upgrade projects increases the importance of spreading the work out as much as possible. Starting construction in 2009 will gain an additional construction season. This gets projects underway immediately and prevents these same projects from being coupled together with other work in future years. We want to have a level approach to letting these contracts so as to not create a huge spike in work and overheat the construction segment of the economy.

Developing a workforce to construct highway projects and seamlessly transition into pipeline construction is an additional factor in starting projects now. The sooner there are projects needing operators, mechanics, laborers etc.; the more there will be workers looking to start the training necessary to work on these types of projects.

Sen. Stedman & Sen. Hoffman

Page 2

July 30, 2008

If you need additional information, do not hesitate to contact me or Deputy Commissioner Frank Richards at 465-3900.

Sincerely,



FOR

Leo von Scheben, P.E., L.S., M.B.A.
Commissioner

Enclosure: Haines vs. Skagway as Point of Entry

cc: Frank Richards, Deputy Commissioner of Highways & Public Facilities, DOT&PF
Nancy Slagle, Director, Division of Administrative Services, DOT&PF
Mary Siroky, Legislative Liaison, DOT&PF

WHY USE HAINES VS. SKAGWAY AS THE POINT OF ENTRY FOR CONSTRUCTION OF THE NATURAL GAS PIPELINE

The Department does not have estimates for a comparison of cost differences between bringing the Haines Highway vs. Klondike Highway (Skagway) up to the standards necessary to support gasline construction. Below is a discussion of the information the department considered and why it reasons gas pipeline freight will be shipped through Haines.

Both highways have bridges needing replacement in anticipation of the volume of truck traffic and module movements anticipated during construction. The Haines Highway has substantially more miles of substandard road than the Klondike Highway. Regardless of gasline construction, DOT&PF plans to upgrade the substandard portions of the Haines Highway and the Chilkat River Bridge as well as the Klondike Highway's Captain William Moore Bridge. These upgrades are part of the Department's long term goal of modernizing all National Highway System routes.

Skagway has significant issues making it less practical as a port of entry for gasline construction. The port is very busy during the summer tourism season¹ with up to 15,000 pedestrians walking in and around the port area. The port has a mix of vessels including cruise ships, Alaska Marine Highway System ferries and commercial freight operations shipping gold concentrate from Yukon area mines. In discussions this June with the Assistant Deputy Minister for the Yukon Department of Highways and Public Works, he anticipates up to 10 major mines going into production in the next few years, with concentrate being hauled to the ore dock in Skagway. This will add significant traffic to an already busy port. Finally, the grade up and over the Klondike Highway pass is much steeper than on the Haines Highway and would pose a significant challenge to heavy pipe hauling and module moving.

In 2003, Flour International produced a gasline Logistics report for BP Exploration selecting Haines as the "port of entry" for 460 miles of the project's pipe based on these same factors. This information, as well as lengthy discussions with logistics experts who have consulted with the Producers, has repeatedly emphasized Haines rather than Skagway as the preferred port of entry.

Based on the above discussion, upgrade of the Haines Bridge is being proposed now. The department anticipates funding the upgrade of the Captain William Moore Bridge after 2012 with federal bridge funding.

¹ Summer tourist season begins at the end of April and extends through September.

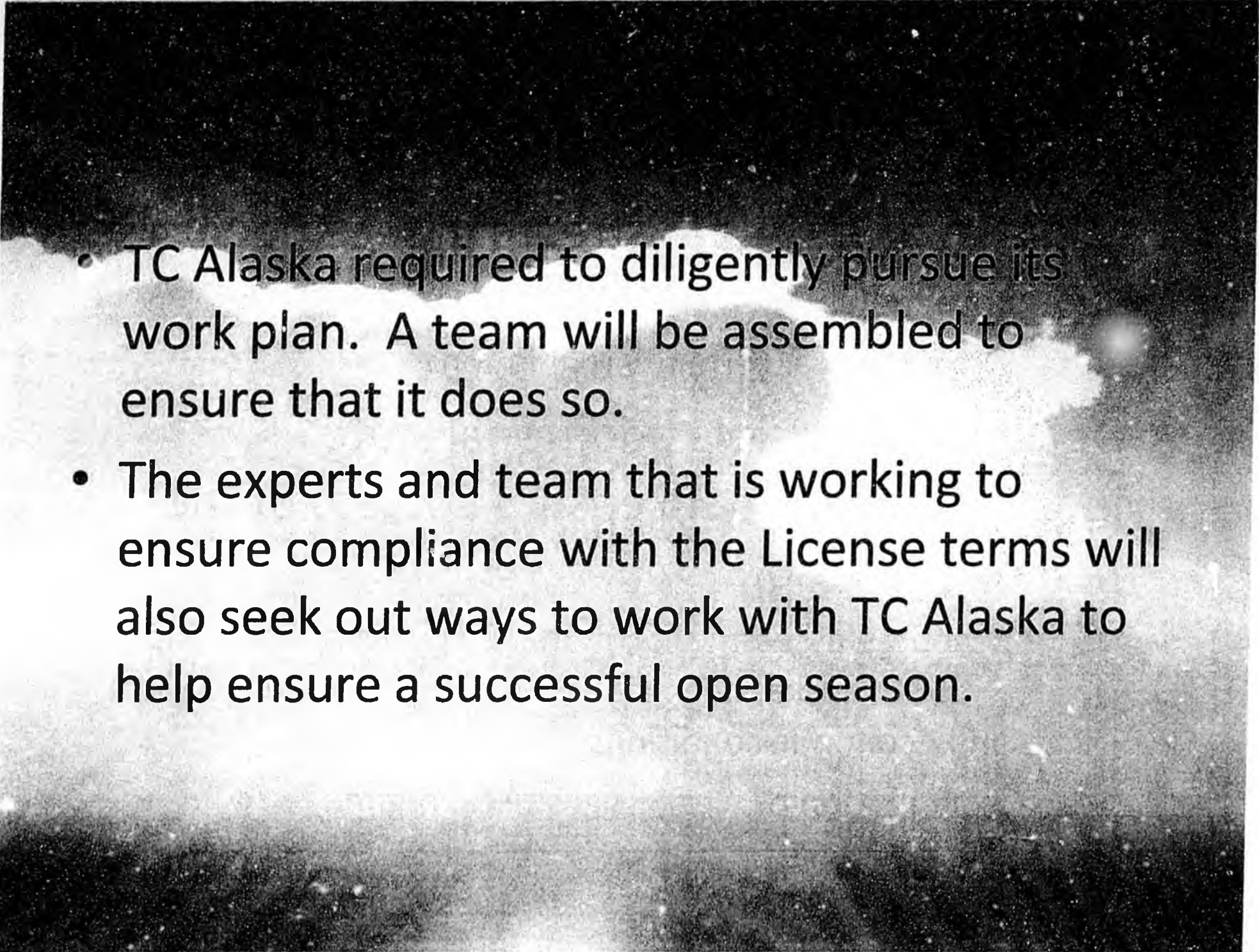
AGIA

The Alaska Gasline Inducement Act

Gas Pipeline Implementation

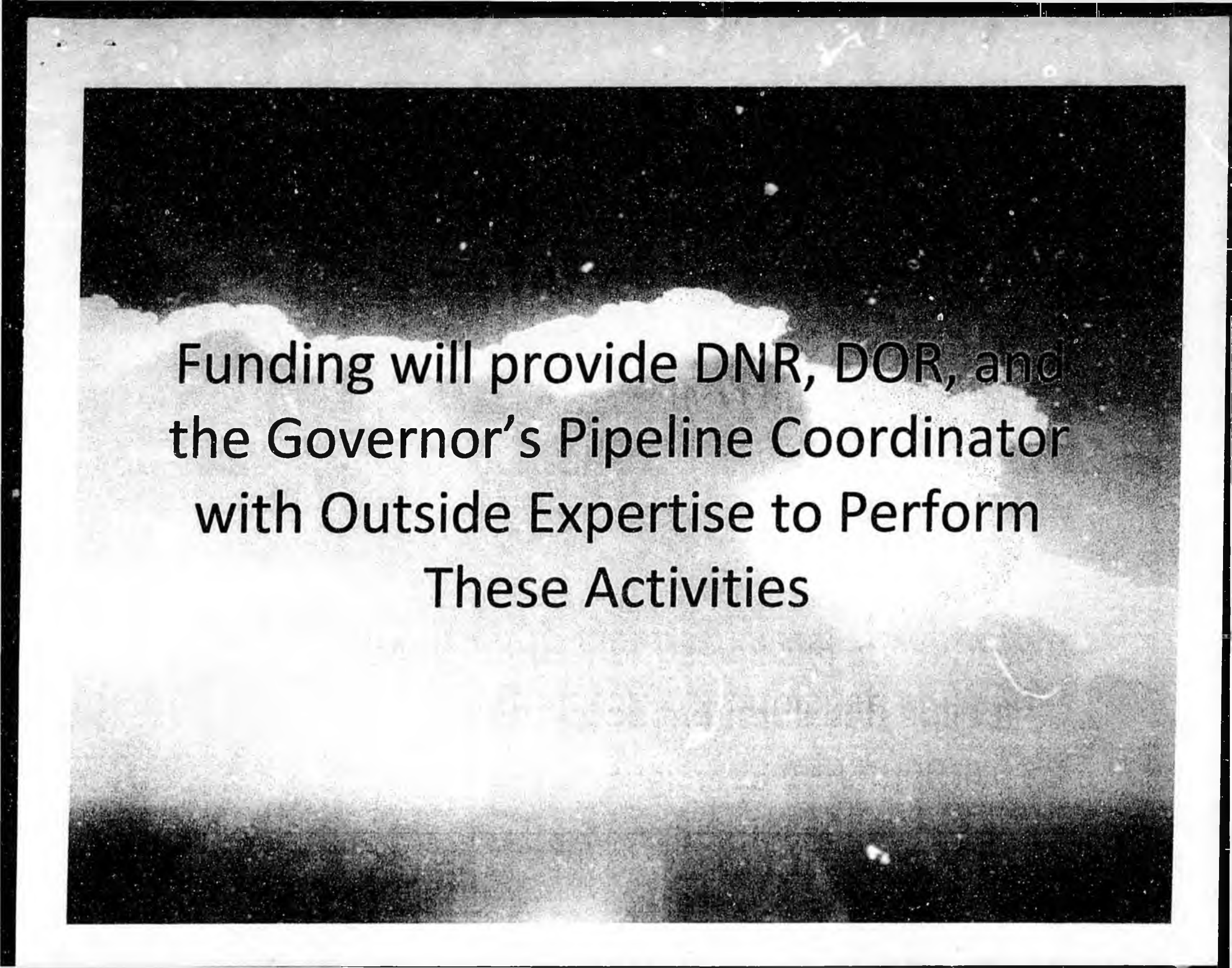
AGIA Gas Pipeline Implementation

- DNR, DOR, and the Governor's Office have roles in achieving a successful project
 - Monitor TC Alaska activities to ensure that it fulfills its license obligations
 - Work to ensure that the first open season is successful.
 - Monitor and audit pipeline expenditures.
 - Facilitate the issuance of environmental permits and other government approvals.

- 
- TC Alaska required to diligently pursue its work plan. A team will be assembled to ensure that it does so.
 - The experts and team that is working to ensure compliance with the License terms will also seek out ways to work with TC Alaska to help ensure a successful open season.

Review of Commercial Developments and Conditions

- Implement AGIA's upstream inducements:
 - Royalty Valuation and RIV/RIK switching regulations
 - Possible fiscal certainty regulations
- Determine possible additional state inducements to help ensure success of the first open season
 - Resource assessments, manage State's relationship with TC Alaska, ongoing assessment of project costs and economic conditions
 - Examination of Alaska's gas fiscal regime



Funding will provide DNR, DOR, and
the Governor's Pipeline Coordinator
with Outside Expertise to Perform
These Activities

Examples of expertise needed:

- Tariffs and ratemaking
- Policies of the FERC, RCA, and NEB
- Gas pipeline access
- Engineering and Project costs
- Project Economics
- Federal loan guarantees
- Project management
- Worldwide gas investment opportunities
- Pipeline development accounting
- Environmental oversight
- Project management

1. Conformance with license provisions \$7,500,000

2. Monitor commercial developments
and conditions \$6,500,000

3. Oversight & Environmental Permit Coordination \$1,000,000

Total \$15,000,000



ASSOCIATED GENERAL CONTRACTORS of ALASKA

July 30, 2008

Representative Mike Chenault
145 Main St. Loop # 223
Kenai, AK 99611

Dear Representative Chenault:

I'd like to take this opportunity to voice support for many of the provisions in HB 4001

Although I can't speak for all of the items in the appropriations bill, the Dalton and Haines Highway projects under the Department of Transportation have been identified in the recently "Transportation Infrastructure Study". This study is an update of a draft report done in 2005.

Many of these projects have been designed with federal funds, and are in the long queue waiting federal funding for construction. Funding through this appropriation will allow these projects to proceed sooner and be under construction next summer, rather than displacing projects in the STIP.

Also important is funding for preconstruction for a number of projects. Preconstruction funding allows design and permitting work to proceed in advance of an appropriation for construction. This results in "shelf ready" projects and improves ability of DOT to stay ahead of the curve.

In order to maximize Alaskan hire on the future Gas Line project, it is important that we expand our Alaskan workforce through training in the skill set needed. Fitting hand in hand with an appropriation for construction projects for gas line readiness is an appropriation for workforce development. It does little good to put effort into workforce development if we can't provide jobs for the apprentices entering the workplace.

Thank you for your time and consideration.

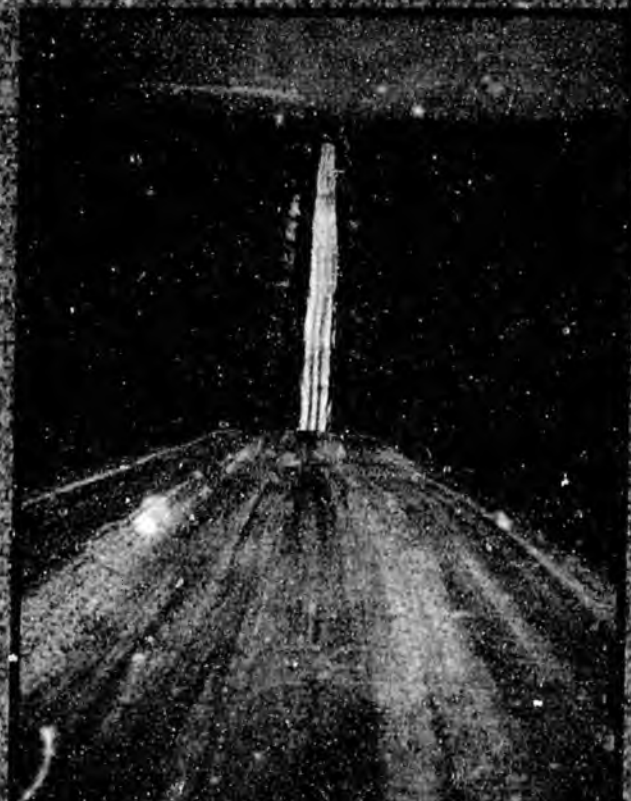
John MacKinnon
Executive Director
Associated General Contractors

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P.O. BOX 60005 • FAIRBANKS, AK 99706
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Email: fairbanksagc@acsalaska.net

AGIA Appropriation Requests	Funding Priority	Governor's FY09 Full Request	Estimated Expenditures by Fiscal Year (in thousands)					6-year total
			FY09	FY10	FY11	FY12	FY13	
HB/SB 4001								
Revenue - AGIA Reimbursement Fund	1	\$500,000.0	\$500,000.0					\$500,000.0
Natural Resources - Gas Pipeline Implementation	2	\$15,000.0	\$5,550.0	\$3,200.0	\$2,175.0	\$2,175.0	\$1,900.0	\$15,000.0
Revenue - AK Natural Gas Development Authority Gas Pipeline: Spur Line Segment	3	\$25,000.0	\$25,000.0					\$25,000.0
Labor - Gasline Workforce Development	4	\$34,800.00	\$6,960.00	\$6,960.00	\$6,960.00	\$6,960.00	\$6,960.00	\$34,800.00
Transportation - Dalton Highway Reconstruction	5	\$75,400.0	\$75,400.0					\$75,400.0
Transportation - Preconstruction-Dalton, Elliott, Richardson, Alaska & Haines Highways	6	\$31,000.0	\$31,000.0					\$31,000.0
Transportation - Haines Highway Reconstruction/Chilkat River Bridge Replacement	7	\$23,500.0	\$23,500.0					\$23,500.0
Education - Gasline Workforce Scholarship Program	8	\$4,500.0	\$900.0	\$900.0	\$900.0	\$900.0	\$900.0	\$4,500.0
University of Alaska - Gasline Workforce Equipment	9	\$1,072.0	\$1,072.0					\$1,072.00
Alaska Works Partnership Pipeline Training Center Equipment	10	\$2,287.5	\$2,287.5					\$2,287.50
TOTAL HB/SB 4001		\$712,559.5	\$671,669.5	\$11,060.0	\$10,035.0	\$10,035.0	\$9,760.0	\$712,559.5

DALTON HIGHWAY



DALTON HIGHWAY INFORMATION

- Dalton Highway - 474 Miles
- Built to secondary road standards and completed in 1975
- The State took over maintenance in 1978
- Intense truck traffic, over 50% of traffic is heavy trucks
- 32 Bridges
- Hundreds of culverts
- 7 Maintenance Camps
- 6 Main Airports
- Poor road geometry, blind curves, steep grades up to 12%
- 30% has been reconstructed to a 32 foot hard surface with improved shoulders, drainage and turn out areas
- Reconstruction is needed to meet current design standards



DALTON HIGHWAY INFORMATION

> Maintenance issues include:

Permafrost subsidence

Increasing gravel surfacing wear

Seeps and springs in cut slopes create icing problems

Lack of embankments high enough to prevent snow drifting



SUMMARY

- The Dalton Highway is vital to our long-term fiscal stability
- Increasing customer satisfaction due to surfacing and drainage improvements
- Traffic has increased over 25% from 2005 to 2007!
- Federal construction funds are decreasing while costs are on the rise
- The State assumed maintenance in 1978
- The Highway was opened to the traveling public in 1994
- It is the strategic link to Prudhoe Bay; the 414 mile road is the only ground transportation link to the North Slope



SUMMARY

- Users desire continued improvements
- Arctic landscape is underlain by permafrost, fine-grained soils, and offers **limited** sources of road building materials
- Extreme Arctic climate, avalanche dangers and temperatures frequently near 60 below zero in winter compound operation of highway
- This is not just a regional priority highway; it is of statewide significance
- Potential gas development further amplifies need for continued investment in this highway
- The Alaska Truckers Association continues to plea for improvements



FUTURE CHALLENGES

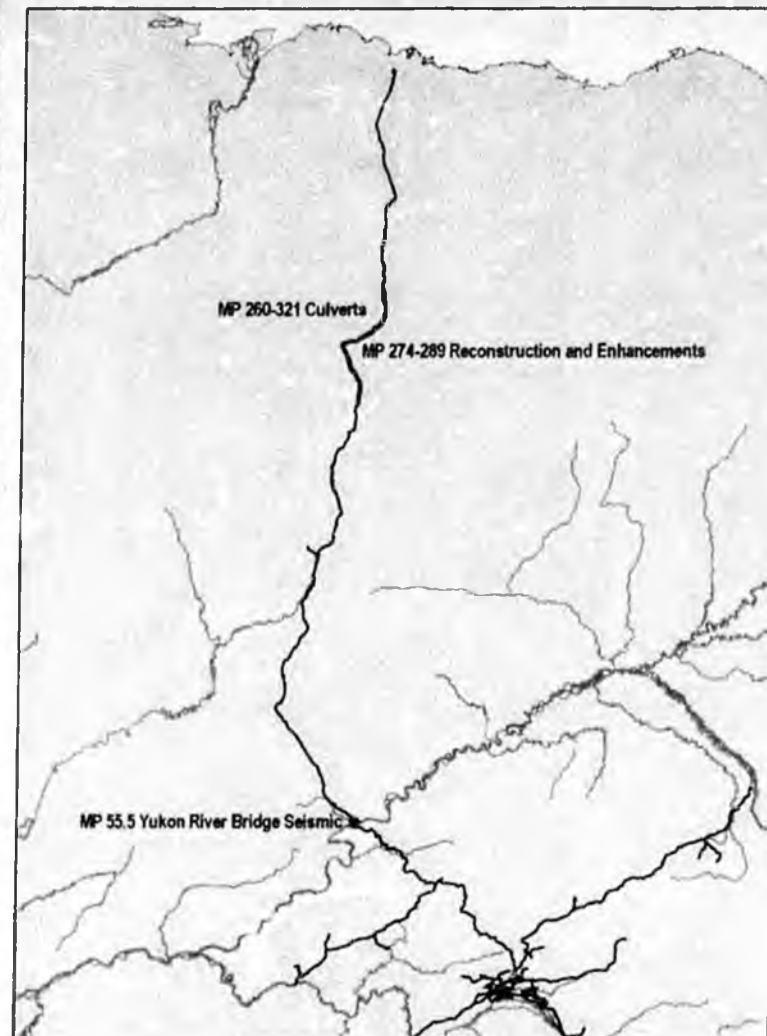
- Federal Funds cannot be used for routine maintenance or gravel stockpiles
- Current STIP funding can address less than 10-20 miles of the Dakota annually
- Construction costs are increasing
- Federal Fiscal Year 2002 likely will have much lower federal funds
- The only way to better accomplish the needed upgrades is to commit additional resources



STIP PROJECTS

FUNDED THROUGH CONSTRUCTION

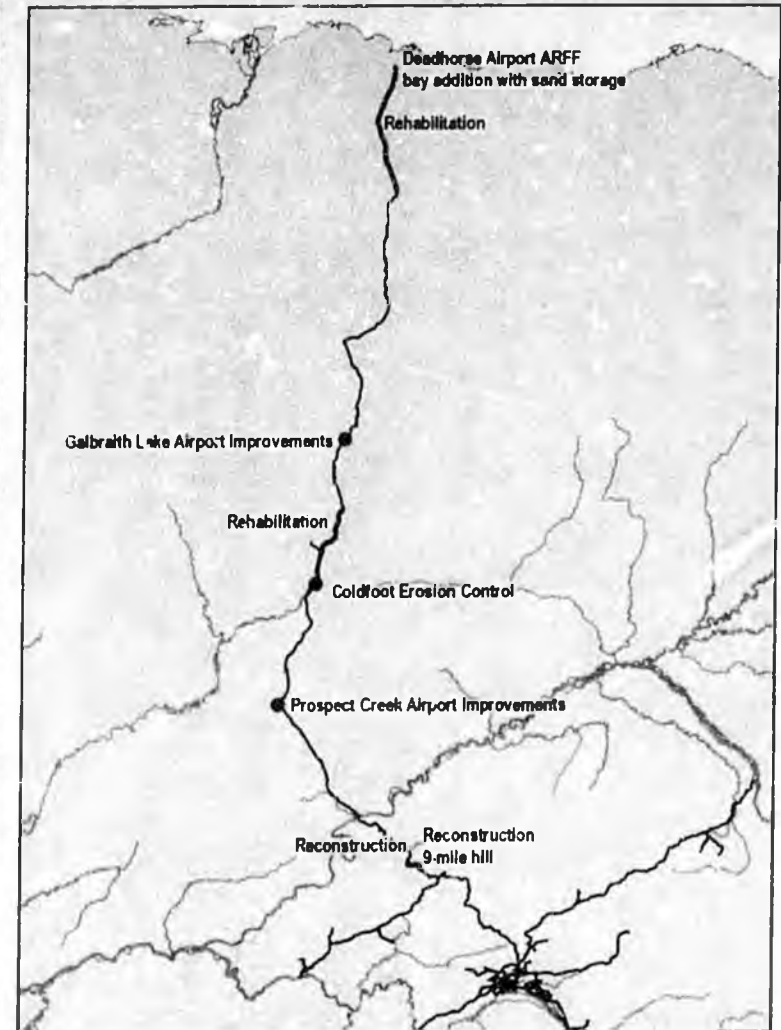
- MP 55.5 Yukon River Bridge Seismic (\$2.3 M)
Estimated Construction 2009
- MP 274-289 (\$25.3 M)
Reconstruction and Enhancements
Estimated Construction 2009



Needed Projects

NO IDENTIFIED FUNDING

- MP 11-13 Reconstruction (\$20.7 M)
- MP 362-414 Rehabilitation (\$53.3 M)
- Coldfoot Erosion Control (\$6.5 M)
- Deadhorse Airport (\$5.7 M)
 - ARFF Bay Addition with Sand Storage
- Deadhorse Airport Apron Repair (\$7.0 M)
- Galbraith Lake Airport Improvements (\$7.2 M)
- Prospect Creek Airport Improvements (\$5.6 M)



HB / SB 4001

APPROPRIATIONS

- ✧ MP 260-324 Dalton Highway Culverts (\$24.0 M)
- ✧ MP 9-11 Reconstruction 9 Mile Hill (\$22.0 M)
- ✧ MP 175-209 Rehabilitation (\$29.0 M)



COMPLETED FY 06

M&O MAJOR MAINTENANCE

COST

\$6 million in State Funding in FY06

MP 274 - 289

Work includes crushing, hauling, laydown and application of a dust palliative. Also includes brush cutting and delineator replacement.

MP 306 - 316

Work includes crushing, hauling, laydown and application of a dust palliative.



COMPLETED FY 07

M&O MAJOR MAINTENANCE

COST

\$9 million in State Funding in FY07

MP 90 - 175

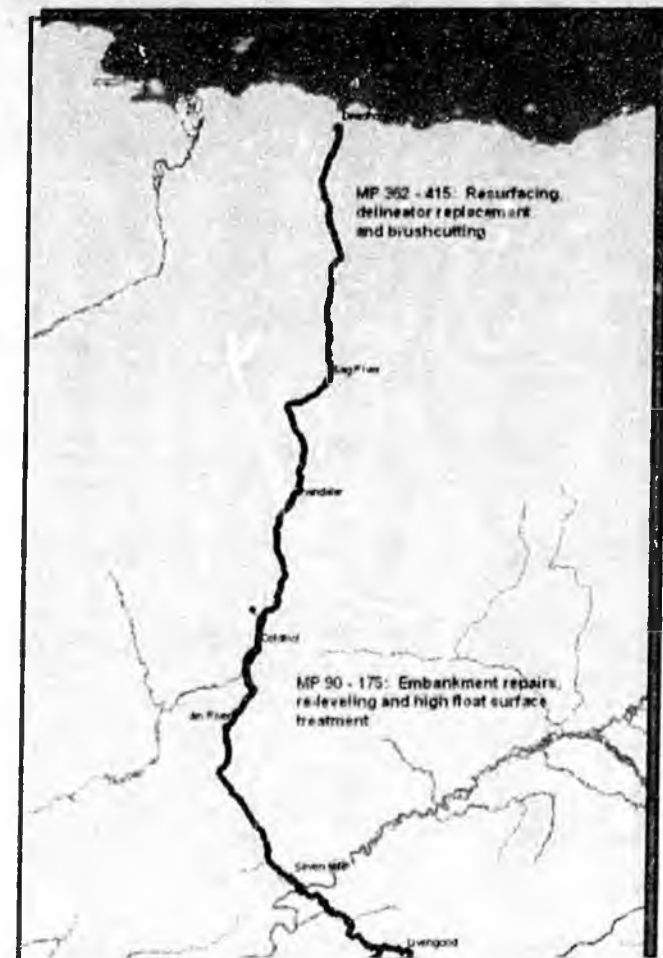
Perform spot high float surface repairs, embankment repairs due to differential settlement and hauling and placing slope fill for stabilization.

MP 237-263

Work includes resurfacing.

MP 362 - 415

Work includes crushing, hauling, laydown and application of a dust palliative. Also includes delineator replacement.



FY 08

M&O MAJOR MAINTENANCE

COST

\$9 million in State Funding in FY08

MP 255

Widen, culvert, brushcutting and resurfacing

MP 70

Multi-plate culvert replacement

MP 175 - 209

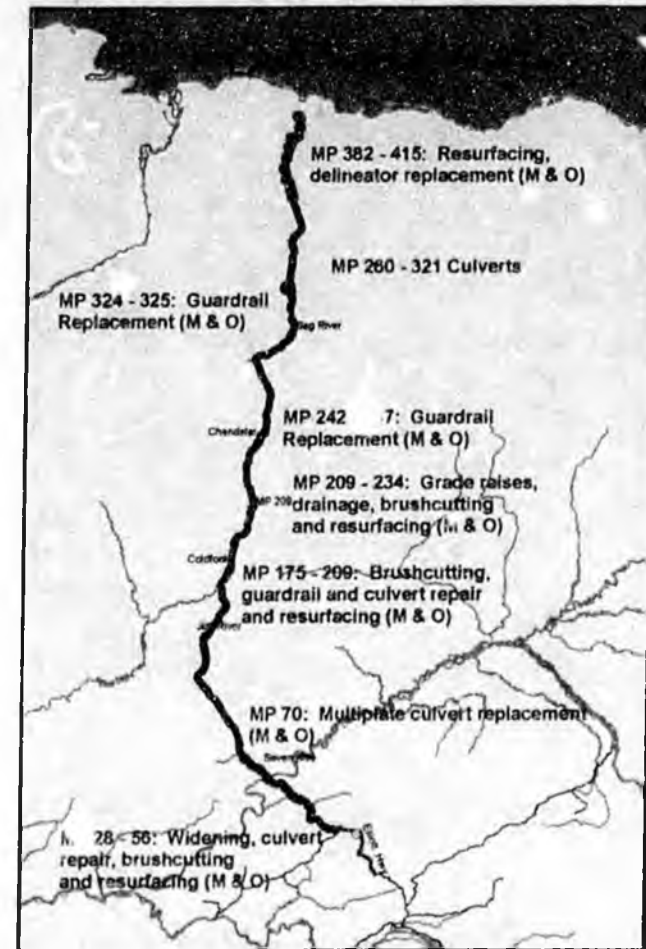
Brushcutting, guardrail, culverts and resurfacing

MP 209 - 234

Grade, drainage, brushcutting, resurfacing

MP 362 - 415 and 242 - 247

Guardrail replacement



FY09 M&O

PROPOSED PROJECTS

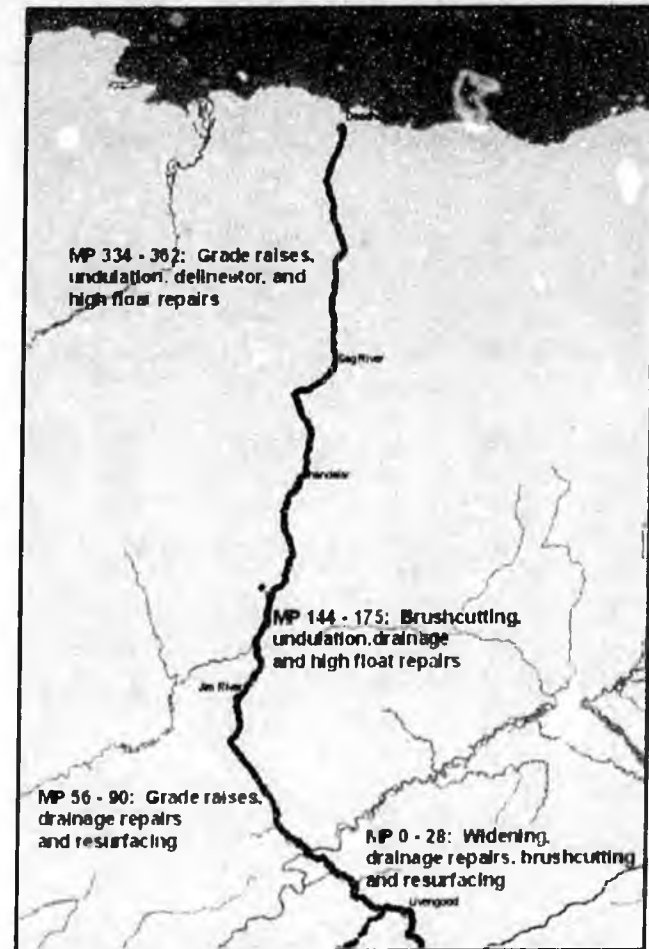
Cost

\$5 M Capital Budget

- * MP 0-28 – Widen, Drainage, Resurface
- * MP 56-90 – Grade, Drainage, Resurface

\$14.0 M GO Bond

- * MP 144-175 – Brushcutting, Undulation, Drainage, High Float Repair
- * MP 334-362 – Grade, Undulation, Delineator, High Float Repair



COMPLETED PROJECTS

CONSTRUCTION

2006

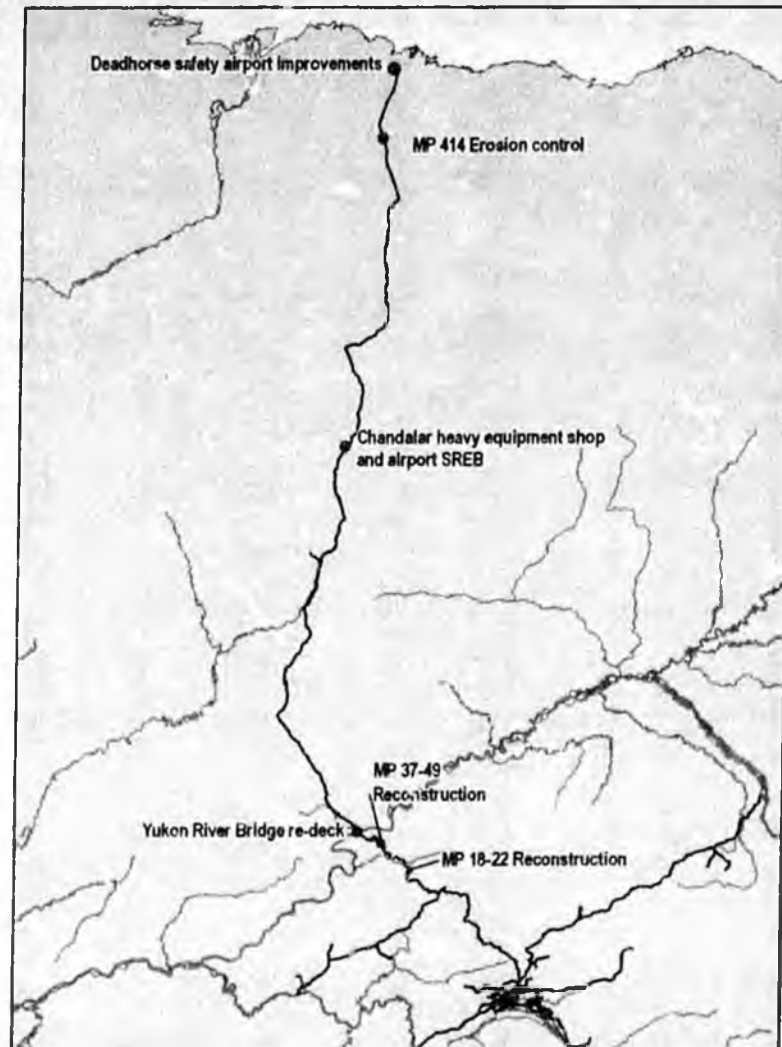
- MP 18-22 Reconstruction (\$3.8 M) Fed
- MP 414 Erosion Control (\$1.8 M)

2007

- MP 37-49 Reconstruction (\$15.5 M) Fed
- Yukon River Bridge Re-deck (\$2.9 M) Fed
- MP 57 Yukon Crossing Intermodal Facilities (\$1.4 M) Fed
- Chandalar Heavy Equipment Shop and Airport SREB (\$3.0 M) GF/Fed

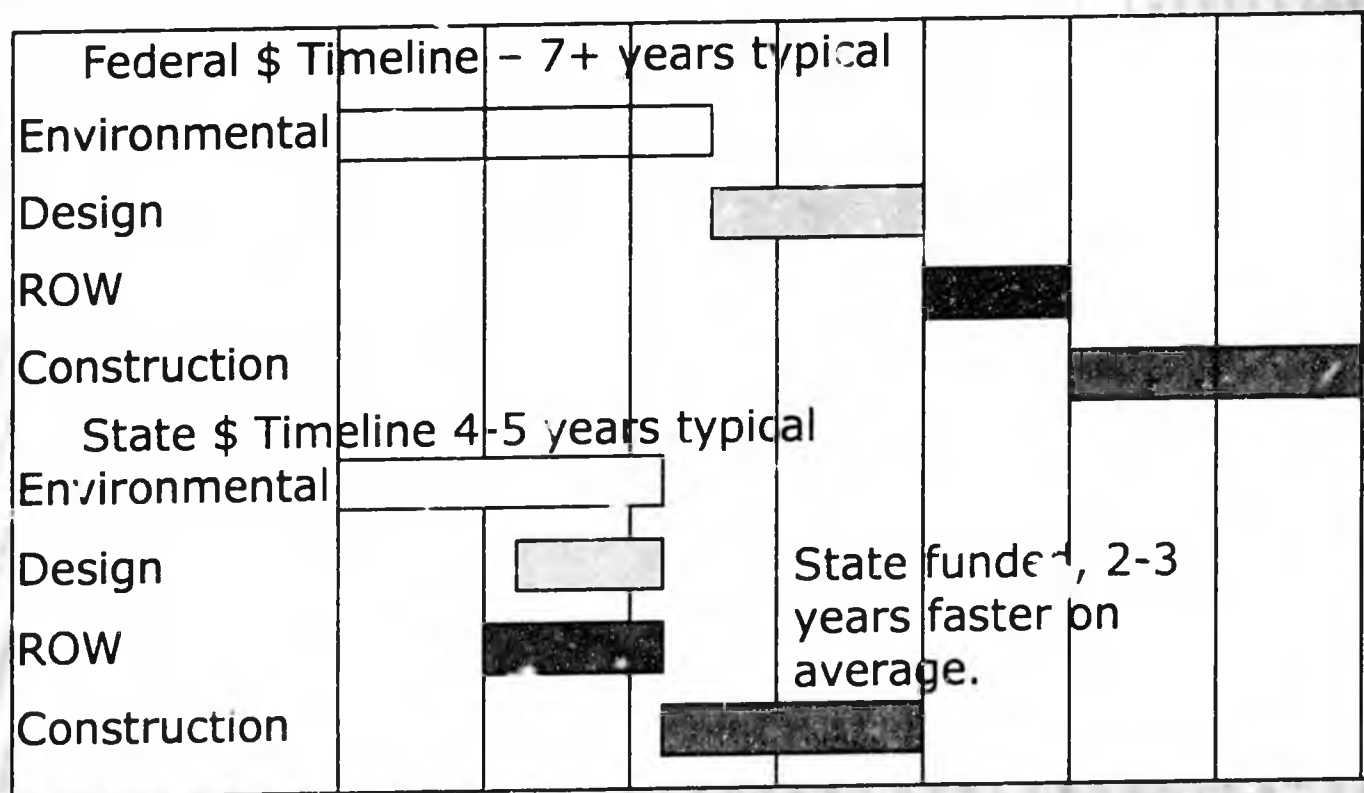
2008

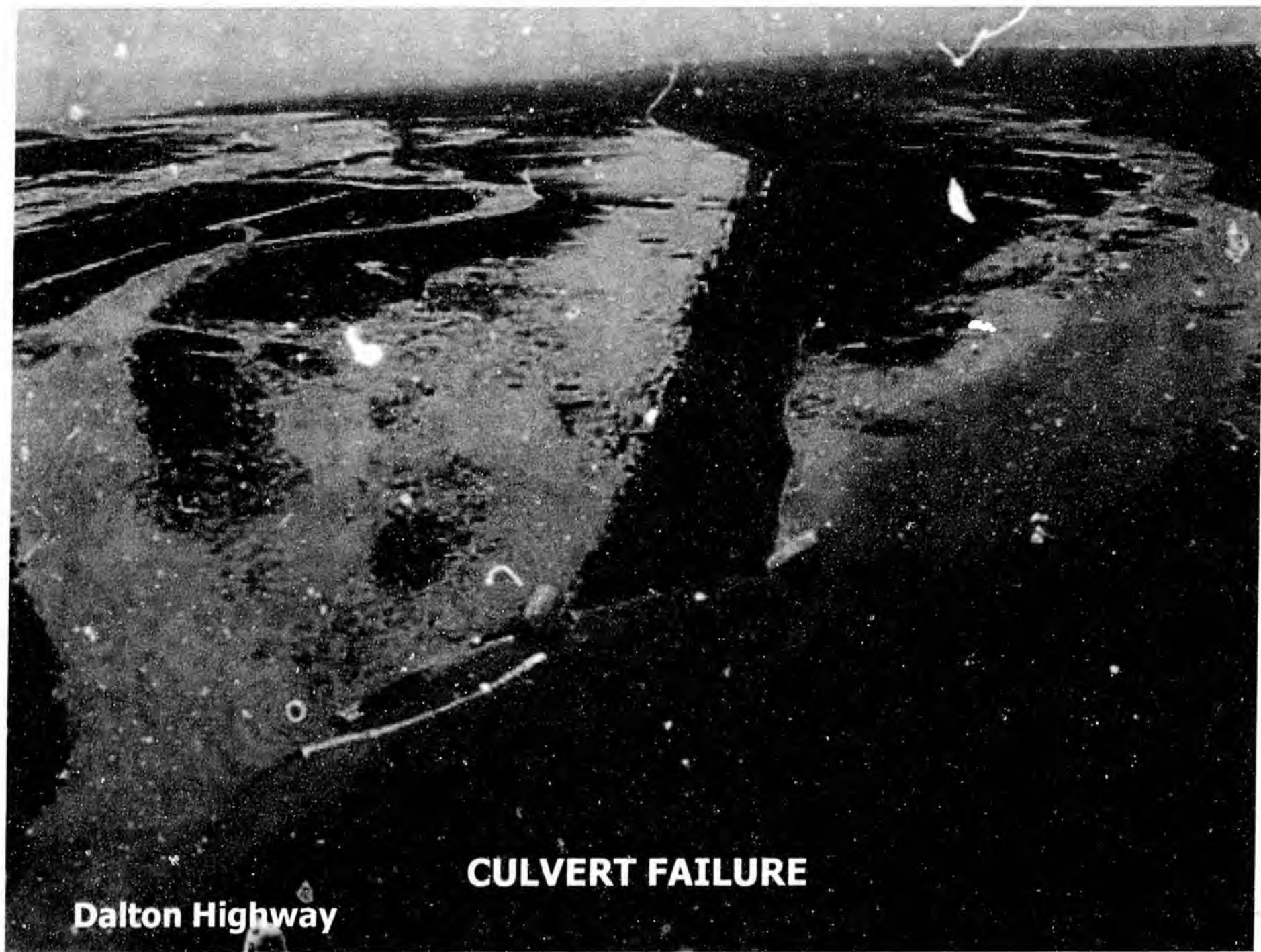
- Deadhorse Airport Safety Improvements (\$13.5 M) Fed
- Deadhorse Airport ANICS Antenna Install (\$0.6 M) Fed



STATE FUNDS ADVANTAGES

Years





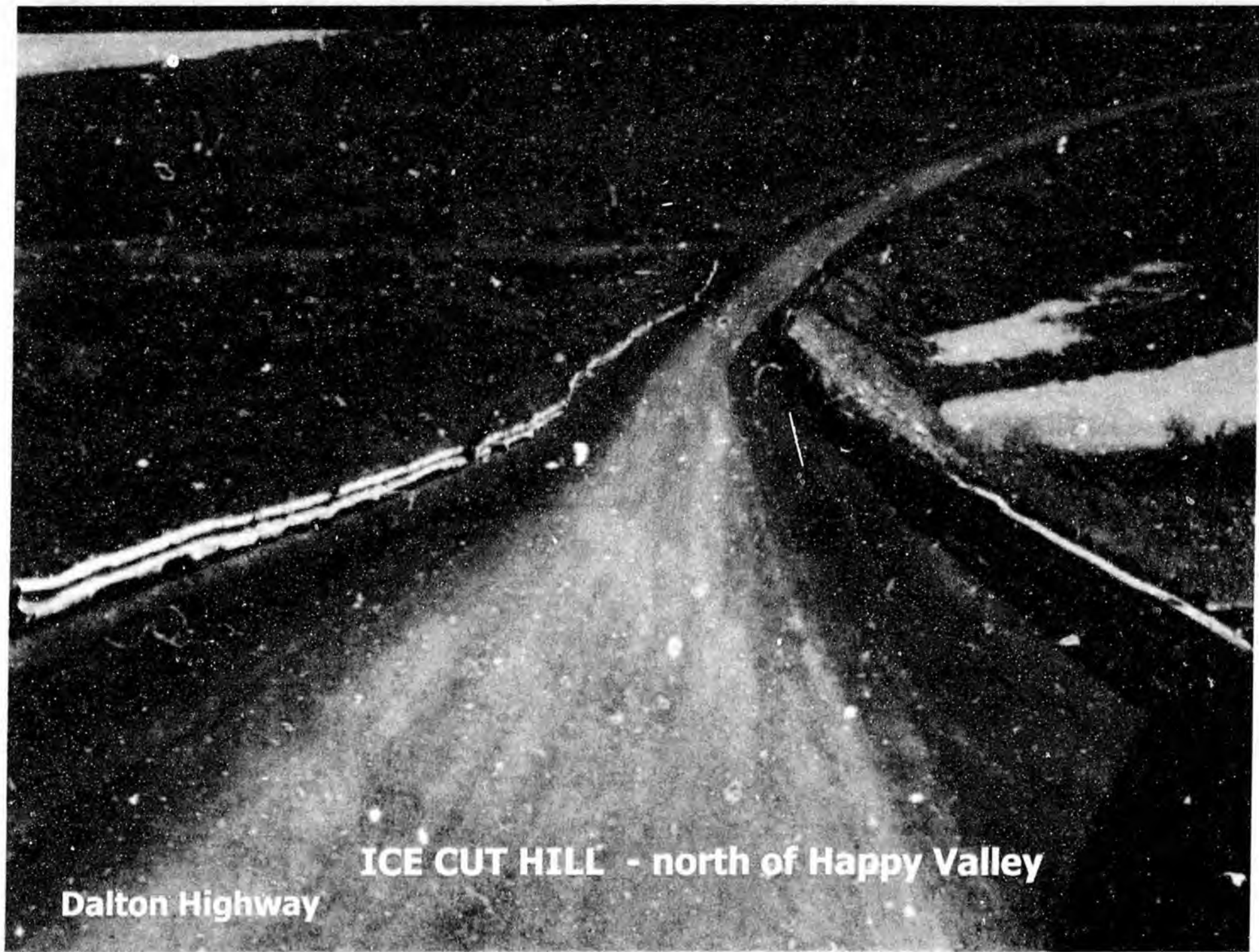
Dalton Highway

CULVERT FAILURE



21 MILE HILL

Dalton Highway



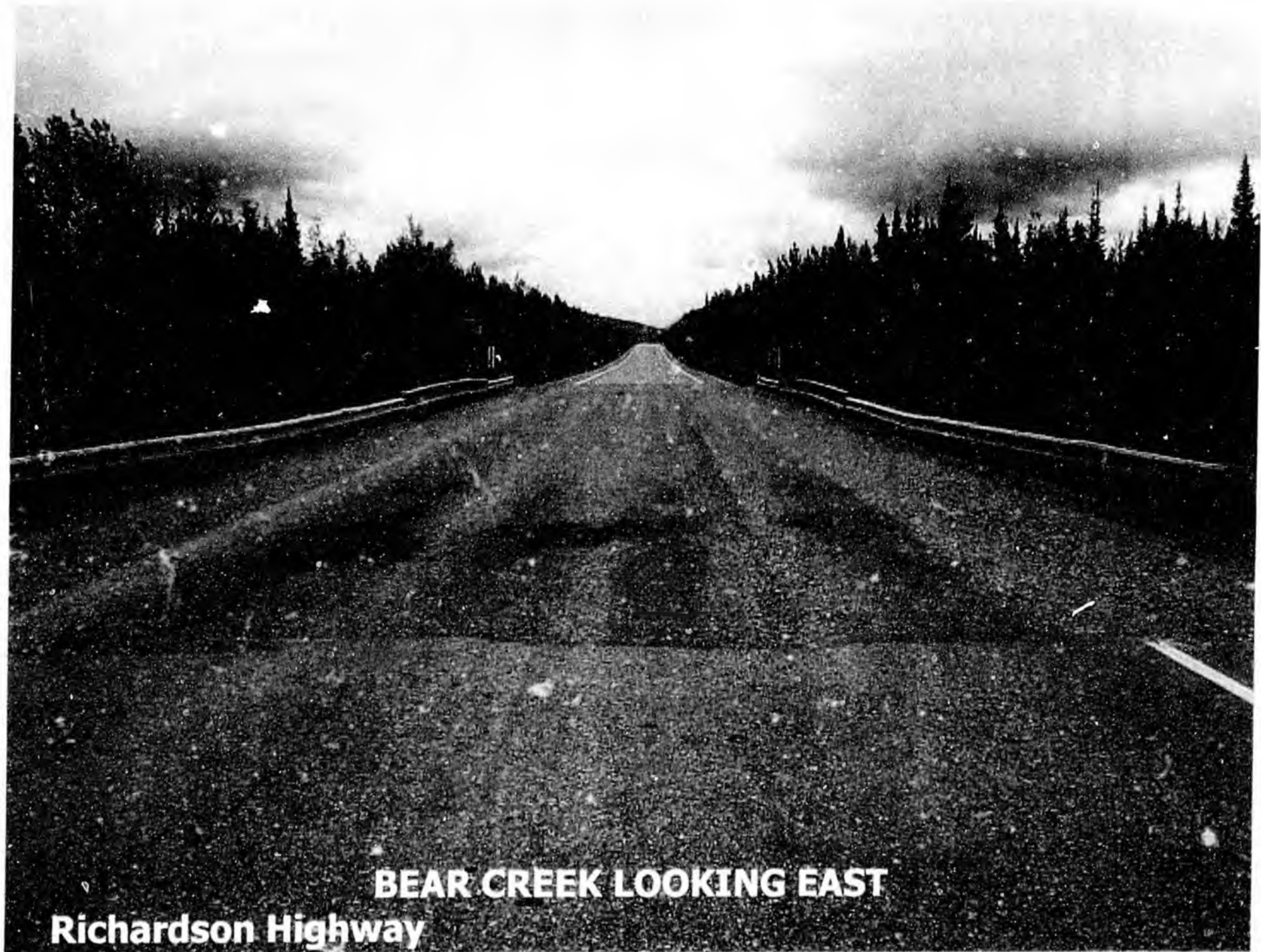
Dalton Highway

ICE CUT HILL - north of Happy Valley



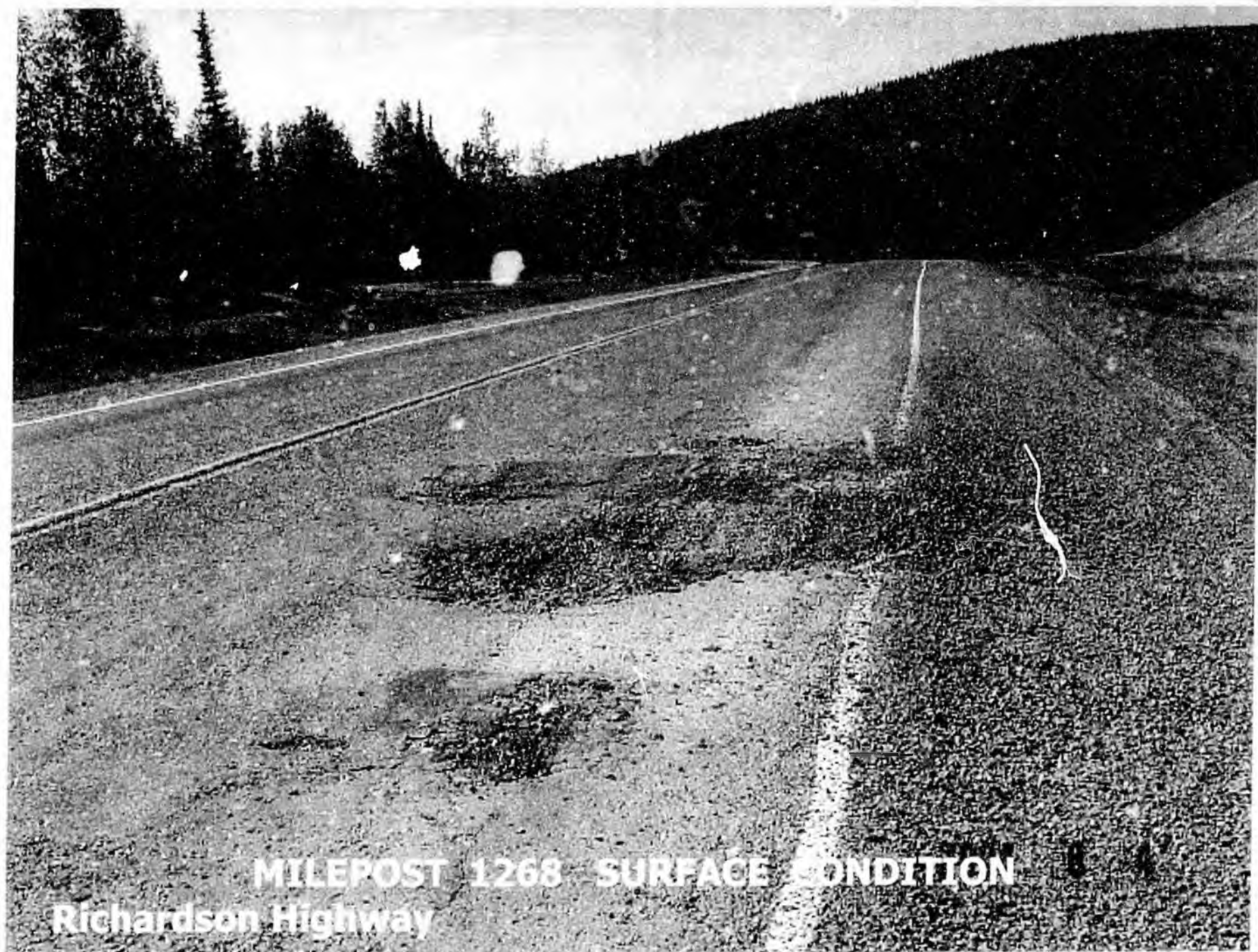
ROTO – MILLING

Dalton Highway

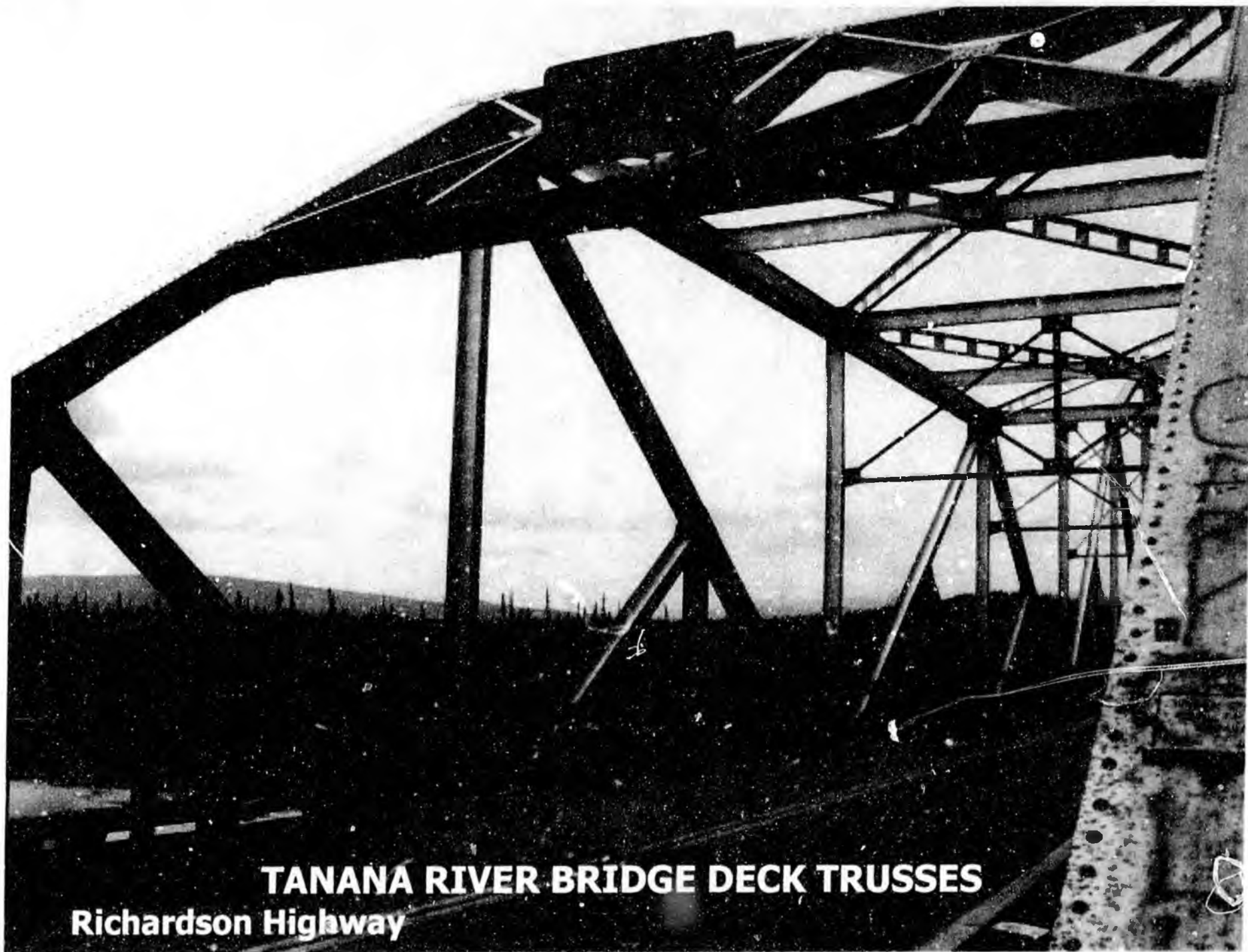


BEAR CREEK LOOKING EAST

Richardson Highway



MILEPOST 1268 SURFACE CONDITION
Richardson Highway



TANANA RIVER BRIDGE DECK TRUSSES
Richardson Highway



ROTO - MILLING

NOV 24 2002

Richmond Highway

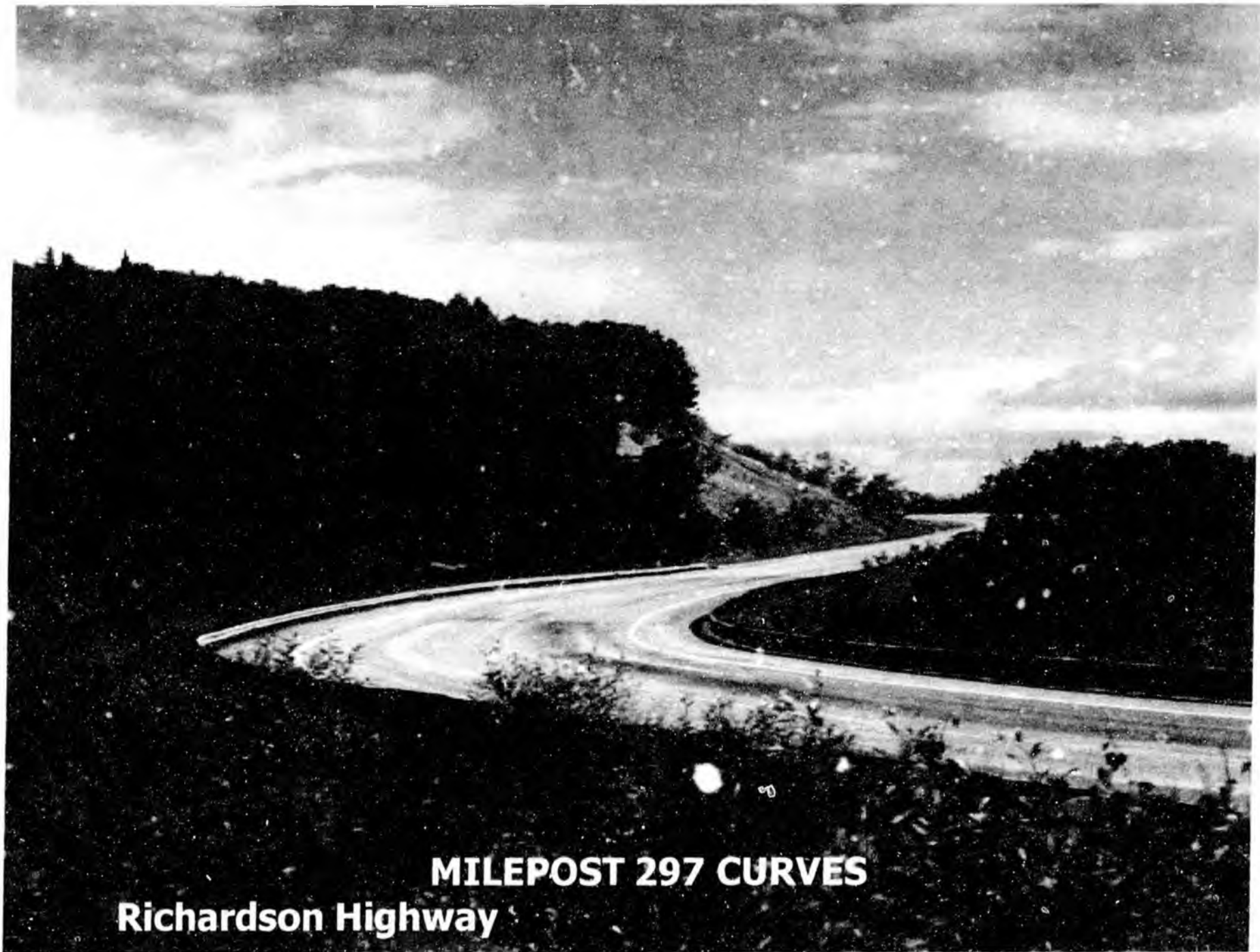


PATCHED PAVEMENT MILEPOST 295
Richardson Highway

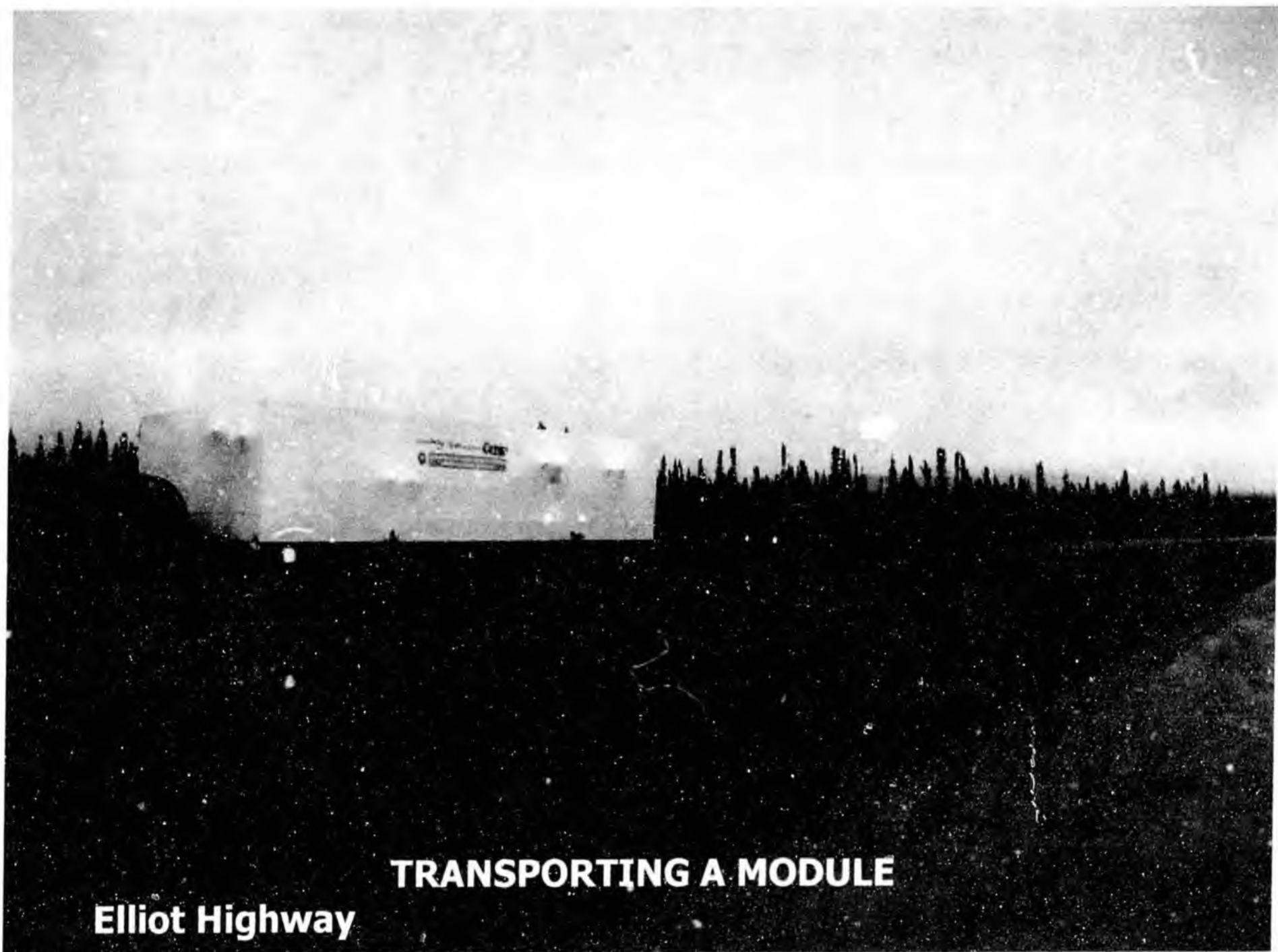


PATCHED PAVEMENT MILEPOST 13

Elliott Highway



MILEPOST 297 CURVES
Richardson Highway



TRANSPORTING A MODULE

Elliot Highway

Project 1

Gasline Workforce Scholarship Program

FY2009 Request: \$4,500,000
Reference No: 46871

AP/AL: Appropriation

Project Type: Construction

Category: Education

Location: Statewide

Contact: Guy Bell

House District: Statewide (HD 1-40)

Contact Phone: (907)465-2700

Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

This request would establish a Gasline Workforce Scholarship Program for recent high school or GED graduates preparing for careers in AGIA-related occupations requiring Associates or Certificate level training and enrolling in programs of a minimum of eight weeks in length and up to two years in length.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$4,500,000						\$4,500,000
Total:	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

No previous funding has been provided for this project.

Project Description/Justification:

Gasline Workforce Scholarship Program \$4,500,000
(AGIA Training Strategic Plan Strategy 4.2f)

This request would establish a scholarship program for recent high school or GED graduates preparing for careers in AGIA-related occupations requiring Associates or Certificate level training and enrolling in programs of a minimum of eight weeks in length and up to two years in length.

Scholarships would be capped at the lesser of student costs to attend (after other non-loan aid) or \$6,000 per year per student for tuition or other education-related expenses such as tools, testing fees tied to industry certification, concurrent (dual) enrollment credits, approved living expenses, etc. Fifty percent of the award will be disbursed on program entry and 50 percent at program midpoint, consistent with federal grants, so long as the student is making satisfactory academic progress.

Eligibility will be limited to the 113 AGIA-related occupations as established by the Alaska Department of Labor and Workforce Development's Research and Analysis section, grouped as follows: Crafts, Equipment Operators, Material Handling, Logistics, Operations, Administration, Camps/catering, Office & Field Engineering, Environmental, and Safety.

Specific credentials will be identified for each scholarship-eligible occupation.

The program will be administered by the Alaska Commission on Postsecondary Education (ACPE). We are proposing to provide approximately 150 scholarships per year and are requesting \$4,500.0 GF over the five-year period. ACPE can manage this program as part of ongoing grants oversight, and forego charging administrative overhead. There may be a minimal cost related to modification of ACPE's grant management system to efficiently accommodate program administration.

The Commissioner of Labor and Workforce Development will develop the rules and procedures for eligibility with review and approval by the Alaska Workforce Investment Board. Rules will include the following:

- Return of funds if student drops out of a program; to keep management simple we will require that the school return any refund due the student to the grant program, and not require return of funds if the student drops after the school refund deadline.
- Distance education program eligibility.
- Requirement that students attend full-time.
- Requiring schools to collect completion and placement rates to document program success.
- Rules to determine whether a program qualifies as AGIA-related.
- Priority for scholarships will be for Alaskans enrolling at publicly funded and accredited postsecondary programs.

Eligible Schools: Any Alaska postsecondary training institution authorized or determined to be exempt from authorization to operate in Alaska by ACPE, and which offers a qualifying program of study. Schools will need to sign a Program Participation Agreement (PPA) indicating their willingness and ability to ensure funds are only disbursed to eligible students and are promptly returned if not used.

Funds disbursement: funds would be disbursed in care of the school upon school certification that the student is enrolled and otherwise eligible.

Preparation: Eligibility is limited to Alaska residents and includes high school diploma or GED and Work Keys scores, or enrollment in a Tech Prep program that is AGIA-related.

Troyer 2

Gasline Workforce Development

FY2009 Request: \$34,800,000
Reference No: 46867

AP/AL: Appropriation

Project Type: Construction

Category: Education

Location: Statewide

Contact: Guy Bell

House District: Statewide (HD 1-40)

Contact Phone: (907)465-2700

Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

Funding for a five-year program necessary to implement the strategies from the AGIA Training Plan Steering Committee for skills development in preparation for pipeline occupations.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$34,800,000						\$34,800,000
Total:	\$34,800,000	\$0	\$0	\$0	\$0	\$0	\$34,800,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

Previous funding for this program includes a federal grant of \$7.5 million for Pipeliner Training and funds approved by the legislature in the FY09 operating and capital budgets.

Project Description/Justification:

Department of Labor and Workforce Development

Job Awareness Program \$750,000
(AGIA Training Strategic Plan Strategy 1.1)

Integrated Job Awareness Program for the Department of Labor and AGIA Job Opportunities to maximize Alaska hire. Approximately 19 percent of Alaska's workforce is nonresident and nonresidents earn approximately \$1.5 billion in Alaska wages.

This program will address the current demand for existing jobs and training opportunities, with a second phase to focus exclusively on AGIA-related job opportunities.

This comprehensive outreach effort will make all Alaskans aware of training opportunities and in-demand occupations. The focus will be on the 113 gasline occupations identified by the Gasline Training Strategic Plan Steering Committee. A variety of media vehicles and resources will be used to reach all Alaskans, from urban areas to rural communities.

Pipeline Administrator \$800,000

State of Alaska Capital Project Summary
AGIA Special Session
7/8/08 10:30:17 AM

Department of Labor and Workforce Development
Reference No: 46867

Gasline Workforce Development

FY2009 Request: \$34,800,000
Reference No: 46867

(AGIA Training Strategic Plan Strategy 1.2a)

The Pipeline Training Program Administrator will be the Department of Labor and Workforce Development's project manager for implementation of the Alaska Gasline Training Strategic Plan: http://www.labor.state.ak.us/AGIA_teams/docs-combined/agiaweb.pdf

The Administrator will work closely with each agency involved in plan implementation, the gasline licensee, training providers, and private industry to maximize employment of Alaskans on the gasline. This request fulfills strategy 1.2a of the Gasline Strategic Plan.

Pipeline Training Program Administrator Range 23F

- Salary and Benefits \$ 131,900
- Travel, Contractual, Supplies \$ 28,100
- Total \$ 160,000

Adult Basic Education Increase \$2,500,000

(AGIA Training Strategic Plan Strategy 2.5a)

The Adult Basic Education (ABE) program prepares Alaskans for employment by providing instruction in the basic skills of reading, writing, mathematics, and General Educational Development (GED) preparation and testing. In addition to basic skills instruction, ABE provides assistance with basic reading and math components need for trades apprenticeships and job training curriculum. An increase in funding will allow for remediation of basic skills deficiencies with an emphasis on preparation for AGIA-related occupational training programs. In effect, ABE provides developmental reading, writing, and math which would not otherwise be available.

The targeted funding will better meet the current demands of Alaskans wishing to enter post-secondary training and the labor market in AGIA and high-growth industries. The requested increase in funding will result in an increase of 20,830 direct instructional hours.

The state will also realize added value to by reducing attrition in federal and state-funded training programs, which will ultimately place more Alaskans into good jobs.

Alaska Vocational Technical Center Instructional Expansion \$1,500,000

(AGIA Training Strategic Plan Strategy 3.1a)

Expand welding program to offer a second shift structural welding class to train an additional 30 welders a year. Welding Instructor \$100,000 annually.

Upgrade and expand Diesel/Heavy program by incorporating CDL training into existing Diesel/Heavy program, replace key equipment, and improve shop. Heavy/CDL Instructor \$100,000, Instructional Aide \$50,000, Equipment \$50,000 annually.

Gasline Workforce Development

FY2009 Request: \$34,800,000
Reference No: 46867

Gasline Occupations Grant Program \$26,500,000
(AGIA Training Strategic Plan Strategy 3.1c)

Purpose: Competitive grant program promoting public/private education partnerships aimed at youth to develop and implement enhanced career and technical education programs geared toward high-growth jobs (especially relating to gasline occupations), especially in regions with limited economic and employment opportunities.

Time-frame: Multi-year program is needed to ensure adequate development and implementation time, and assist each partnership's ability to incorporate the programs into their on-going efforts for sustainability.

Issue: Career and Technical Education (CTE) is a proven dropout prevention and career building program for youth. School districts need private partners and state funding to provide additional CTE programs.

Process: RFP's will be jointly issued by DOLWD and DEED; school districts will have the ability to develop innovative programs that are relevant to their regions and students. Funding must SUPPLEMENT, not supplant, existing efforts.

Expected Outcomes: Reduced dropout rates, improved test scores, more high school graduates going on to post-secondary training and then becoming employed.

Funding:

1 PFT DEED/1PFT DOLWD for administration:	\$ 1,025,000 (\$205,000 per year)
Travel, Contractual, etc. for staff:	\$ 475,000 (\$95,000 per year)
Grants	\$25,000,000 (\$5M per year)

Note: First year funding may need to be larger as school districts may have to invest in facility development to deliver programs. Flexibility in grants to include capital improvements, equipment and supplies acquisition, to be included in grants process.

Regional Training Centers Gasline Training \$2,000,000
(AGIA Training Strategic Plan Strategy 4.2e)

Enhancement to the Federal Alaska Pipeline Worker Training Project.

The state's focus is on aligning resources to strengthen public-private partnerships for enhanced development and delivery among existing training programs. The idea is to foster a statewide climate of institutional innovation and teaching excellence in strategic locations to capitalize on existing infrastructure, sustainability, and each region's capacity to show significant return on investment. This integrated system will connect an articulated career pathway from high school to post-secondary education and training; transition participants from school to work; incorporate career technical education standards, and use industry-based standards. The integrated career technical education system will "feed" youth and adults with career interest and capability through the system from entry

to journey level advancement.

As young people enter the system through high schools, and through construction, pre-apprenticeship training, and vocational programs, it will be necessary to move them through a series of training steps. These steps are broadly categorized as entry level training, industry based training and occupational training. For those individuals interested in vocational or university based training programs, it is necessary to provide activities that increase math and reading skills to a point where they can successfully participate in training. Once an individual is past the need of intensive support in applied reading and math they enter into industry based training. Training at this level includes post-secondary training, course-related instruction for their apprenticeship, and specific skill development, such as welding to prepare them for working in the industry. The third and final stage of training is in support of skilled professionals, incumbent workers and journeymen. During occupational training workers learn the unique skills required by their position, apprenticeship sponsor or employer. Specialized training on the latest technology or skills necessary to be competitive is the focus of occupational specific training.

Three core areas of expenses including instructional supports such as curriculum development to meet industry training needs, training aides such as classroom videos and tools and equipment, such as classroom tool cribs, will be funded through the supplement to the federal grant. Approximately \$400,000 per year will be allocated to support training programs that lead to employment in gasline related occupations.

Overall the appropriation will support the training of 900 Alaskans in entry level training, 900 Alaskans in industry based training and 700 Alaskans in occupational training for a total of 2,500 participants over the next five years.

Skill Upgrade Training \$750,000
(AGIA Training Strategic Plan Strategy 4.4b)

The Department received a \$7.5 million grant from the U.S. Department of Labor for pipeline training. The grant included \$150,000 over four years for a Train the Trainer instructor program. With the increasing retirement of baby boomers there is a significant need to supply the next generation of supervisors and trainers. This funding would expand our efforts, enabling increased training of trainers and pipeline occupation supervisors. We anticipate training an additional 60 trainers and 150 supervisors with this funding.

Alaska Works Partnership Gasline Workforce Development **FY2009 Request:** \$2,287,500
Reference No: 46870

AP/AL: Appropriation **Project Type:** Construction
Category: Education **Recipient:** Alaska Works Partnership
Location: Statewide **Contact:** Guy Bell
House District: Statewide (HD 1-40) **Contact Phone:** (907)465-2700
Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

Alaska Works Partnership (AWP) proposes equipping the Fairbanks pipeline training center with welding stations and other welding training equipment, which will be used to train entry level students to the master pipe welder level, and other essential equipment for comprehensive pipeliner training.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$2,287,500						\$2,287,500
Total:	\$2,287,500	\$0	\$0	\$0	\$0	\$0	\$2,287,500

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:
 No previous funding has been provided for this project.

Project Description/Justification:
Alaska Works Partnership AGIA Equipment List
 (AGIA Training Strategic Plan Strategy 3.1a)

This equipment will increase the capacity of the Pipeline Training Center to train the next generation of pipeline workers for building large diameter cross-country oil and gas pipelines. Trainees require hours of actual hands-on training to learn and demonstrate skills so they can work safely and efficiently. Providing additional equipment for training will help the state assist employers meet the current and anticipated future demand for skilled workers in the pipeline construction industry. Welding shacks, trucks, welding machine positioners and a mobile welding van will increase the number of persons trained in pipeline welding skills at the Fairbanks Pipeline Training Center and in communities along Alaska's transportation system. There is a shortage of sidebooms in Alaska due to increased development and pipeline repair activity on the North Slope and providing one for training will increase the number of persons qualified to operate sidebooms. A tractor trailer will provide trainees opportunities to learn how to safely and efficiently load, unload and transport heavy equipment used for civil and pipeline construction projects. Private employers and trade apprenticeship programs will contribute a match of 25% of the value of each piece of equipment, which includes cash and in-kind resources for insuring, storing and maintaining this equipment for continual use as training equipment.

Nationally, there is a critical shortage of skilled welders. In an article published in the Wall Street Journal, the American Welding Society (AWS) estimates a shortage of 200,000 welders by the year 2010. The need to begin training Alaska's workforce to meet the existing and future workforce needs can be supplemented through additional dedicated welding booth spaces. Alaska Works Partnership (AWP) proposes equipping the Fairbanks pipeline training center with twenty welding stations, which will be used to train entry level students to the master pipe welder level. All booths would contain a multi-process welding machine, the necessary power and hand tools and environmental fume extraction equipment.

1. In 2008. AWP plans to train Alaska welders on recently received 24" diameter pipe (approximately 3,000 feet of pipe donated by the producers). The large diameter pipe will require additional truck-mounted welding machines, and associated pipeline welding equipment such as magnatech pipeliner orbital welding head and power source, beveling machines, etc. - \$800,000
 2. (1) - Mobile Welding Unit – Welding mobile unit classroom w/ tractor – \$250,000
 3. (3) - Arctic welding shacks for cross-country pipeline welding - \$150,000
 4. (2) - 3500, 4 x 4, Crew Cab, Dual Rear Wheel, 9' bed welding trucks - \$100,000
 5. (1) - 583 Sideboom pipelayer - \$750,000
 6. (1) - Tractor power unit w/ 60 ton, 3-axle lowboy trailer, longer deck w/ load booster - \$275,000
 7. Build and equip health and safety lab at pipeline training center, i.e., confined space rescue equipment, swing stage platforms, ventilation fans and ducts, hazwopper, decontamination set-up, first aid stations, lock-out tag out equipment, North Slope Training Consortium training, personal protection equipment, etc. - \$250,000
 8. Equip pipeline training center with necessary classroom equipment, including tables, chairs, desks, cabinets, smart boards, technology systems, office equipment, etc. - \$350,000
 9. Air compressors, space heaters w/ duct, oil spill containment van - \$125,000
- Total - \$3,050,000 less 25% Industry Contribution: \$2,287,500 GF

Project 4

Gas Pipeline Implementation

FY2009 Request: \$15,000,000
Reference No: 46873

AP/AL: Appropriation **Project Type:** Planning
Category: Natural Resources
Location: Statewide **Contact:** Leta Simons
House District: Statewide (HD 1-40) **Contact Phone:** (907)465-3379
Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

Implementation of the Alaska Gasline Inducement Act (AGIA) will require the retention of outside experts and consultants on certain aspects of gas pipeline project implementation. Specifically, outside experts will be needed to: analyze and advise the state on pipeline engineering and practices; tariffs, cost overruns, federal loan guarantees, royalty valuation methodology, and enforcement. Additionally, it will be necessary to develop and implement a program for project management associated with the AGIA inter-state gas pipeline project, the AGIA Pipeline Coordinator, and oversight of state AGIA license expenditures.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$15,000,000						\$15,000,000
Total:	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

\$6,550,000 in sec. 2(a), ch. 6, SLA 2007

Project Description/Justification:

Provide expertise and advice to the state related to natural gas pipeline or mega-project planning, management, permitting, and construction:

- ? Tariffs and ratemaking;
- ? Policies of the Federal Energy Regulatory Commission, the Regulatory Commission of Alaska, and the Canadian National Energy Board;
- ? Gas pipeline access;
- ? Aspects of gasline project engineering to evaluate design and expansion provisions;
- ? Project economics, cash flow, state fiscal terms, and forecast modeling;
- ? Risk assessment;
- ? Project financing and federal loan guarantees;
- ? Input to project economics and state revenue projections;
- ? Develop and implement program for project management; and
- ? Develop and implement oversight process and for state AGIA license expenditures.

Why this Project is Needed Now: This request will provide funds to implement a gas pipeline contract under AGIA. These funds may be expended directly by the Department of Natural Resources or may be RSA'd to

Gas Pipeline Implementation

FY2009 Request: \$15,000,000
Reference No: 46873

the Department of Revenue, the Department of Law, or the Governor's Office to pay for contracts with outside experts. Implementation of the gas pipeline project is expected to begin in FY 09. The expenditure of these funds is expected to continue through FY 13.

Line Item Expenditures: Services \$15,000,000 -- Funding will pay for outside experts and an Intra-state Gas Pipeline Coordinator to facilitate in-state gas project development.

Project 5

**Capitalization of the Alaska Gasline Inducement Act
Reimbursement Fund**

**FY2009 Request: \$164,000,000
Reference No: 46874**

AP/AL: Appropriation

Project Type: Construction

Category: Development

Location: Statewide

Contact: Jerry Burnett

House District: Statewide (HD 1-40)

Contact Phone: (907)465-2312

Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

This reflects the estimated amount necessary to fully capitalize the Alaska Gasline Inducement Act Reimbursement Fund at \$500 million after the reappropriation of approximately \$336 million from the Alaska Housing Finance Corporation.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$164,000,000						\$164,000,000
Total:	\$164,000,000	\$0	\$0	\$0	\$0	\$0	\$164,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

\$300 million to AHFC in sec. 14, ch. 13, SLA 2006. This appropriation and all interest earned are reappropriated to the Alaska Gasline Inducement Act Reimbursement Fund.

Project 6

Gas Pipeline: Spur Line Segment

FY2009 Request: \$25,000,000
Reference No: 46875

AP/AL: Appropriation
Category: Development
Location: Statewide
House District: Statewide (HD 1-40)
Estimated Project Dates: 07/01/2008 - 06/30/2013

Project Type: Planning
Contact: Jerry Burnett
Contact Phone: (907)465-2312

Brief Summary and Statement of Need:

This project will cover work on right-of-way, preliminary engineering, permitting, planning, and design of a 370 mile spur line from Delta Junction to Beluga. This request will help fund the costs of outside experts and consultants.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$25,000,000						\$25,000,000
Total:	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$25,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

\$4,000,000 sec. 10, ch. 29, SLA 2008

Project Description/Justification:

Alaska residents need new sources of low cost energy. The gas pipeline from the Alaska North Slope to Alberta presents an opportunity for that energy. The spur line could bring North Slope gas to many Alaska residents beyond those that live along the pipeline route.

This CIP request would provide expertise and advice to the Alaska Natural Gas Development Authority (ANGDA) regarding construction of a spur line from Delta Junction to Southcentral Alaska. More specifically:

- o Ensure that all right-of-way issues are adequately resolved and permissions in place as expeditiously as possible;
- o Review and advise on aspects of gasline project engineering and design to ensure feasibility and integrity of the take-off point design;
- o Develop contract and bonding documents for aggregation of utility gas needs;
- o Evaluate capacity requirements to support LNG;
- o Develop joint venture partnership documents, financing plan, request certificate of public convenience and necessity;

Gas Pipeline: Spur Line Segment

FY2009 Request: \$25,000,000
Reference No: 46875

- o Provide consultation and assistance obtaining any state or federal permits associated with the spur line segment; and
- o Purchase propane on North Slope for "pilot" project and tank rental.

Why this Project is Needed Now: The timing of an open season for a mainline project is short. The initial open season will occur in calendar year 2010. It is imperative that the spur line be positioned to offer transportation service at the same time the open season for the mainline is conducted. This work is expected to begin in FY09. The expenditure of funds is expected to continue through FY13.

Line Item Expenditures: Services \$25,000,000 for contracting out the right-of-way, engineering, financing, permitting, and design of a spur line.

Gas Pipeline Infrastructure Preparation

FY2009 Request: \$129,900,000
Reference No: 46877

AP/AL: Appropriation with Allocations
Category: Transportation
Location: Statewide
House District: Statewide (HD 1-40)
Estimated Project Dates: 07/01/2008 - 06/30/2012

Project Type: Construction
Contact: Frank Richards
Contact Phone: (907)465-3900

Brief Summary and Statement of Need:

This request is the initial stage of a large scale effort to address highway, airport, bridge, and maintenance facility needs to support the construction of a large diameter natural gas pipeline from the North Slope to the Canadian Border and Midwestern states. The Dalton, Elliott, Richardson, Haines and Alaska Highways will be impacted by the projected increases in heavy truck traffic and the movement of pipe and oversized construction modules.

<u>Funding:</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>Total</u>
Gen Fund	\$129,900,000	\$275,000,000	\$275,000,000	\$250,000,000	\$150,000,000	\$150,000,000	\$1,229,900,000
Total:	\$129,900,000	\$275,000,000	\$275,000,000	\$250,000,000	\$150,000,000	\$150,000,000	\$1,229,900,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

Preconstruction - Dalton, Elliott, Richardson, Alaska, and Haines Highways **FY2009 Request: \$31,000,000**
Reference No: 46878

AP/AL: Allocation **Project Type: Construction**
Category: Transportation
Location: Statewide **Contact: Frank Richards**
House District: Statewide (HD 1-40) **Contact Phone: (907)465-3900**
Estimated Project Dates: 07/01/2008 - 06/30/2011
Appropriation: Gas Pipeline Infrastructure Preparation

Brief Summary and Statement of Need:

This project is the initial stage of a large scale effort to address highway, airport, bridge, and maintenance facility needs to support the construction of a large diameter natural gas pipeline from the North Slope to the Canadian Border and Midwestern states. The Dalton, Elliott, Richardson, Haines and Alaska Highways will be impacted by the projected increases in heavy truck traffic and the movement of pipe and oversized construction modules.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$31,000,000	\$75,000,000	\$75,000,000	\$50,000,000			\$231,000,000
Total:	\$31,000,000	\$75,000,000	\$75,000,000	\$50,000,000	\$0	\$0	\$231,000,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

Large scale investment of state funding is needed if we are to prepare our infrastructure before gas pipeline construction begins. Federal construction funds are inadequate to address this need and the federal project development process is too time-consuming to meet the required schedule.

Improvements needed to handle this expected traffic influx include highway reconstruction to strengthen highway embankments and pavement along selected segments. Widening and realignment will be done where existing shoulders and alignments are inadequate. Passing lanes, truck pullouts and rest areas will be constructed and enlarged. Bridges will also be improved to increase clearances and load capacity. Enlarged maintenance shops and equipment warm storage buildings to accommodate needed snowplows and other heavy equipment will be provided.

Project Justification

This project will initiate design work for construction segments needed to complete highway upgrades. It will address significant problems with embankment and surfacing. It will also address capacity and safety issues associated with substandard width, alignment and steep grades. This project will also fund efforts to secure and develop material sources that are essential for future project construction and highway maintenance, and conduct core drilling and other survey work needed for subsequent project stages. This advance work is essential to shortening project development schedules and enabling critical highway construction to occur prior to gas pipeline start up.

Preconstruction - Dalton, Elliott, Richardson, Alaska, and Haines Highways

FY2009 Request: \$31,000,000
Reference No: 46878

Highway reconstruction projects will focus on the segments of the corridor with the poorest foundations and the greatest pavement and road surface distress. Shoulder widening, realignments, and replacement of failing culverts and other drainage structures will also be addressed. Passing lanes, truck pullouts and rest areas will reduce traffic backups and lessen unsafe passing. Bridge width, height and load bearing capacity will be increased to accommodate gasoline modules and other oversized equipment. Maintenance station improvements will focus on accommodating larger snowplows and shop bays to enhance efficiency and equipment availability.

Project Description and Cost Estimates

While the design estimates below total \$53.5 million, this project funding request is for \$31 million to initiate design to ensure the most time critical projects in this corridor can be completed before gasoline construction begins. Funding will be allocated to the following identified projects with flexibility retained to shift allocations between projects if necessary:

Dalton Highway

- Dalton Highway MP 0 to 9 Reconstruction: This project will reconstruct and widen the embankment and pavement structures and improve drainage.
Design: \$3,000,000
Construction: \$27,000,000 (future funding)
- Dalton Highway MP 18 to 37 Reconstruction: This project will reconstruct and widen the embankment and pavement structures and improve drainage.
Design: \$6,000,000
Construction: \$60,000,000 (future funding)
- Dalton Highway MP 49 to 55 Reconstruction: This project will reconstruct and widen the embankment and pavement structures and improve drainage.
Design: \$2,000,000
Construction: \$18,000,000 (future funding)
- Dalton Highway Material Site Development and Corridor Surveys: This project will conduct corridor surveys and geotechnical investigations for material site development.
Design: \$13,000,000
- Dalton Highway MP 9 to 11 Realign and Reconstruction
Design: \$500,000

Elliott Highway

- Elliott Highway MP 0 to 28 Reconstruction: This project will reconstruct and widen the embankment and pavement structures and improve drainage.
Design: \$6,000,000
Construction: \$43,000,000 (future funding)

Alaska/Richardson Highways

- Alaska/Richardson Highways Passing Lanes: This project will construct passing lanes at approximately 20 locations to accommodate increased truck traffic.
Design: \$4,000,000
Construction: \$60,000,000 (future funding)
- Alaska Highway MP 1235-1256 Rehabilitation: This project will rehabilitate embankment and pavement structures, improve drainage, and widen as necessary.
Design: \$4,500,000
Construction: \$42,000,000 (future funding)

**Preconstruction - Dalton, Elliott, Richardson, Alaska, and
Haines Highways**

**FY2009 Request: \$31,000,000
Reference No: 46878**

- Alaska Highway Tok River Bridge (#0506) Replacement: This project will replace the existing narrow truss bridge (253' x 24') with one that can accommodate oversized gasoline modules and construction materials.
Design: \$1,500,000
Construction: \$10,000,000 (future funding)
- Alaska/Richardson Highway Truss Bridge Upgrades: This project will upgrade the Johnson River Bridge, Gerstle River Bridge, Tanana River Bridge at Delta Junction to accommodate oversized gasoline modules and construction materials.
Design: \$2,000,000
Construction: To be determined
- Alaska/Richardson Highways Truck Rest Area Upgrades. This project will construct new and upgrade existing truck rest areas to accommodate increased truck traffic.
Design: \$3,000,000
Construction: \$40,000,000 (future funding)
- Alaska/Richardson Highway Maintenance Facility Improvements: This project will construct new shop facilities and equipment warm storage buildings at Delta Junction and Northway to accommodate snowplows and other road maintenance equipment.
Design: \$1,500,000
Construction: \$12,000,000 (future funding)

Haines Highways

- Haines Highway MP 21 to 25.3 Reconstruction, Realignment and Chilkat River Bridge Replacement: This project will replace and relocate the Chilkat River Bridge and brings the Highway to modern approved standards.
Design: \$6,500,000

Dalton Highway Reconstruction

FY2009 Request: \$75,400,000
Reference No: 46865

AP/AL: Allocation **Project Type:** Construction
Category: Transportation
Location: Statewide **Contact:** Frank Richards
House District: Statewide (HD 1-40) **Contact Phone:** (907)465-3900
Estimated Project Dates: 07/01/2008 - 06/30/2011
Appropriation: Gas Pipeline Infrastructure Preparation

Brief Summary and Statement of Need:

This project is the initial stage of a large scale effort to reconstruct critical segments of this highway prior to construction of the proposed natural gas pipeline. It will address capacity and safety issues associated with substandard width, alignment and steep grades. These conditions are most severe between Fairbanks and the Yukon River, but exist in other areas as well. It will also address significant problems with existing roadway embankment and surfacing.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$75,400,000	\$200,000,000	\$200,000,000	\$200,000,000	\$150,000,000	\$150,000,000	\$975,400,000
Total:	\$75,400,000	\$200,000,000	\$200,000,000	\$200,000,000	\$150,000,000	\$150,000,000	\$975,400,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

Much of the original highway was constructed with minimal embankment over poor soils and permafrost. In many areas this embankment is no longer sufficient to withstand the anticipated loads of heavy-walled, large-diameter pipe and other construction materials.

Federal construction funds are inadequate to prepare this corridor for projected future traffic. Large scale investment of state funding is needed if we are to address this need before gas pipeline construction begins.

This project includes immediate construction work in three priority areas with design already underway. This project will also fund efforts to secure and develop material sources that are essential for future project construction and highway maintenance, and advance permitting needed for subsequent project stages. This advance work is essential to shortening project development schedules and enabling critical highway construction to occur prior to gas line start up.

Project Justification:

The Dalton Highway Corridor from Fairbanks to Prudhoe Bay is vital to North Slope oil and gas development. This highway a statewide priority, that provides the sole ground transportation link to Alaska's major revenue source. Overland access to these resources is critical to their continued development, to Alyeska Pipeline operation and maintenance and to future gas pipeline construction. Truck traffic is expected to continue to grow as continued oil and gas development requires increasing amounts of drill pipe, materials for production facilities and other supplies. Traffic growth is expected to accelerate significantly with construction of the planned gas pipeline.

Dalton Highway Reconstruction

FY2009 Request: \$75,400,000

Reference No: 46865

Added to this is the steady increase in tourist, recreation and other private vehicle traffic using this route. Traffic conflicts are increasing between experienced corridor users and casual drivers unprepared for the existing narrow roads, tight curves, soft embankments, rough surfaces and other heavy truck traffic that must be contended with.

Project Description and Cost Estimates:

This project funding request is for \$75.4 million to ensure the most time critical projects in this corridor can be completed before gas line construction begins.

- Reconstruct the Dalton Highway MP 175 to 209
 - Design: Completed with federal funds
 - Construction: \$29,600,000

- Realign and Reconstruct Dalton Highway MP 9 to 11
 - Design: Currently in progress with Federal funds
 - Construction: \$22,500,000

- Dalton Highway Culverts MP 260 to 321
 - Design: Completed with federal funds
 - Construction: \$23,300,000

Haines Highway: MP 21 to 25.3 Reconstruction, Realignment and Chilkat River Bridge Replacement **FY2009 Request: \$23,500,000**
Reference No: 46866

AP/AL: Allocation **Project Type: Construction**
Category: Transportation
Location: Haines **Contact: Frank Richards**
House District: Corcovado/Southeast Islands (HD 5) **Contact Phone: (907)465-3900**

Estimated Project Dates: 07/01/2008 - 06/30/2012
Appropriation: Gas Pipeline Infrastructure Preparation

Brief Summary and Statement of Need:

The Haines Highway provides the shortest link between tidewater and 200 miles of the proposed gasline route. Thus, it is the obvious hauling route for this portion of gasline construction, and depending on logistics could be crucial to construction of the entire gasline. Upgrade of this highway is a statewide priority because it links marine transportation (to Alaska) with the Interior. Federal construction funds are inadequate to complete the upgrade of this corridor. Investment of state funding is needed if we are to address this need before gas pipeline construction begins.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$23,500,000						\$23,500,000
Total:	\$23,500,000	\$0	\$0	\$0	\$0	\$0	\$23,500,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

Almost half of the gasline haul route from the Haines port to the Canadian border requires an upgrade to modern highway standards. The most pressing deficiency is the aging bridge across the Chilkat River. This project will replace the bridge on a shorter alignment located downstream from the current crossing. The new bridge will provide an ultimate load capacity sufficient for the full range of hauling scenarios during gasline construction.

The project includes highway reconstruction from the crossing (MP 23.8) west to the meet point with the previous upgrade (MP 25.3) so that there is no gap between the new bridge and previously improved highway. Relocation of the bridge also addresses problems with the westbound approach, which has advisory speed posting and a history of vehicle rollovers. The eastbound terminus of this project is in the vicinity of Klukwan, where the highway leaves river elevation and climbs before dropping back to river elevation at the MP 23.8 crossing.

The existing Chilkat River bridge has numerous problems, including narrow deck width (24 feet for 0.1 miles), no shoulders, grade settlement on both approaches (problematic for heavier vehicles) and poor alignment on the westbound approach. Because of limited width, we anticipate that traffic flow on the highway will be temporarily shut down for hauls of large gasline components. While dependent on component width, it will be necessary to stop or delay traffic to prevent conflicts between high speed motorists and a slow-moving haul vehicle that intrudes into the oncoming traffic lane because of width limitations, both for the bridge and connecting segments of roadway.

**Haines Highway: MP 21 to 25.3 Reconstruction,
Realignment and Chilkat River Bridge Replacement**

**FY2009 Request: \$23,500,000
Reference No: 46866**

Project Description and Cost Estimate:

The estimate for reconstruction between MP 21 and 25.3, including replacement of the Chilkat River bridge, is \$23.5 million if completely state-funded. The relocated bridge will be downstream from the existing one, which reduces the crossing distance by a third. Following modern design practices (e.g., extra span length) will minimize the impacts to river resources in this sensitive area. Width of the new bridge will be 39 feet (including railings), and the reconstructed highway will have a pavement width of 36 feet and a forgiving roadside environment.

Use of state funds simplifies this project by removing a federal requirement from the environmental analysis. The federal requirement is referred to as Section 4(f), which mandates intensive analysis and lengthy approval cycles. While federal Section 4(f) requirements would not need to be met, coordination with the Chilkat Bald Eagle Preserve and tribal entities and state and federal permitting requirements still apply to project delivery.

University of Alaska Gasline Workforce Development

FY2009 Request:

\$1,072,000

Reference No:

46872

AP/AL: Appropriation

Project Type: Construction

Category: Education

Location: Statewide

Contact: Guy Bell

House District: Statewide (HD 1-40)

Contact Phone: (907)465-2700

Estimated Project Dates: 07/01/2008 - 06/30/2013

Brief Summary and Statement of Need:

This request would enable acquisition of a machinery simulator package that would support training for any occupation utilizing heavy equipment. This will significantly reduce training cost and expand training opportunities.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Gen Fund	\$1,072,000						\$1,072,000
Total:	\$1,072,000	\$0	\$0	\$0	\$0	\$0	\$1,072,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

No previous funding has been provided for this project.

Project Description/Justification:Surface Machinery Simulators

(AGIA Training Strategic Plan Strategy 4.5b)

This request funds acquisition of a machinery simulator package to provide training for any occupation utilizing heavy equipment. Simulators offer a major advance in equipment operator training through a completely safe and truly cost-effective "virtual" hands-on training experience, without the high cost of equipment operation, removing equipment from production and the risk of accidents due to operator inexperience. This will significantly reduce training cost and expand training opportunities for trainees in the mining and oil and gas industries. There is significant overlap between occupational skills required for mining and gasline construction, so these simulators will be applicable to both industries.

Base simulator units and equipment modules to be purchased include the following:

Item	#	Cost	Extension
Base Units	2	\$ 275.0	\$ 550.0
Machine Simulators			
• Front End Loader	1	\$ 85.0	\$ 85.0
• D-11 Track Dozer	1	\$ 85.0	\$ 85.0
• Excavator	1	\$ 120.0	\$ 120.0
• Haul Truck (Offroad)	1	\$ 90.0	\$ 90.0
• Light Vehicle Package	1	\$ 55.0	\$ 55.0
• Surface Mine Visualizer	1	\$ 90.0	\$ 90.0
Computer Based Training for Each Simulator	6	\$ 25.0	\$ 150.0
Subtotal			\$ 1,225.0
Less 25% Industry Contribution			(\$ 300.0)
Maintenance @ 12% base			\$ 147.0
Total General Fund Request			\$ 1,072.0

Machine simulators were selected based on availability and utility to anticipated employer needs. For instance, we believe that training on a D-11 tracked dozer will be excellent preparation no matter what make or model of dozer a student will encounter. The basics are identical and standardization of operation controls and systems makes changeover between Komatsu and Caterpillar fairly routine.

Included is the light vehicle package for pickup and light truck training as well as forklift and similar light vehicles (less than 15,000 pounds). Also included is the surface mine visualizer to provide the necessary realism to retain student attention and contribute to learning operation on various terrain features.

The request also includes elements we consider essential to preparing our upcoming workforce such as the computer based training packages to increase instructor productivity and permit students statewide to access that portion of the training online thus reducing the amount of time actually spent at the simulator facility. Two base units are included to increase student throughput in anticipation of numerous upcoming construction projects. The request is based on a 25% industry contribution to the equipment's cost.

A five-year maintenance package for the entire system is included.

The simulators will be located in Fairbanks to serve construction related equipment training for mine development, road construction and pipeline workforce development.

In the future we will add modules for such equipment as sidebooms, rotary trenchers and mobile rock drills; these items will have to be developed by the vendor as they do not currently include them in their inventory.

State of Alaska - Department of Natural Resources - Gas Pipeline Work
 Funding Overview - ASIA, ROW/Permitting and other Gasline Appropriations
 As of: 7-11-2008

AGIA - Specific Appropriations	Authorized	Spent	Obligated	Balance	Notes
AR 40757 - Gas Pipeline Analysis SLA07/Ch 6, no lapse (capital) (GF)	<u>\$6,550,000.00</u>	<u>\$6,414,764.55</u>	<u>\$135,235.45</u>	<u>\$0.00</u>	O&G
AR 38191 - FY08 RSA from Law for Valuation Expert (IA)	<u>\$2,500,000.00</u>	<u>\$1,666,667.00</u>	<u>\$833,333.00</u>	<u>\$0.00</u>	O&G
Right-of-Way and other Gasline Appropriations					
AR 37991 - Risk Analysis - SLA04/CH159, lapse 2009 (GF)	<u>\$1,580,000.00</u>	<u>\$1,425,799.83</u>	<u>\$0.00</u>	<u>\$154,200.17</u>	O&G
AR 37992 - ROW/Permitting SLA04/CH159, lapse 2009 (GF)	<u>\$3,900,000.00</u>	<u>\$907,612.18</u>	<u>\$26,572.04</u>	<u>\$2,965,815.78</u>	Comm Off/Duct L
AR37931 - Risk Analysis & Royalty Issues, SLA05/CH3, lapse 6/2009 (GF)	<u>\$2,500,000.00</u>	<u>\$2,125,913.66</u>	<u>\$374,086.15</u>	<u>\$0.19</u>	O&G
TOTAL - ASIA/ROW/Risk Analysis	<u>\$17,030,000.00</u>	<u>\$12,540,757.22</u>	<u>\$1,369,226.64</u>	<u>\$3,120,016.14</u>	

Appropriations to Commissioner's Office for Gasline Workload

AR37996-CommWorkload SLA05/CH6, lapse 2010 (GF)	<u>\$150,000.00</u>	<u>\$105,000.00</u>	<u>\$0.00</u>	<u>\$45,000.00</u>	Comm Off
AR37936-Comm Workload, SLA05/CH3, lapse 2010 (GF)	<u>\$50,000.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$50,000.00</u>	Comm Off
TOTAL Comm Off	<u>\$200,000.00</u>	<u>\$105,000.00</u>	<u>\$0.00</u>	<u>\$95,000.00</u>	

Appropriation to Oil & Gas for Gasline Workload

AR37995-O&G Increased Workload SLA05/CH6, lapse 2010	<u>\$2,025,000.00</u>	<u>\$1,531,055.00</u>	<u>\$20,217.00</u>	<u>\$473,728.00</u>	Oil & Gas
TOTAL O&G	<u>\$2,025,000.00</u>	<u>\$1,531,055.00</u>	<u>\$20,217.00</u>	<u>\$473,728.00</u>	



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Stan Hebbard

Signature of Camera Operator

6/18/2009

Date

HJR

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ALASKA STATE LEGISLATURE

REPRESENTATIVE KURT OLSON

- Chair, Labor and Commerce
- Vice-Chair, Oil and Gas
- Member, Community and Regional Affairs

Session: January – May
State Capitol
Juneau, AK 99801-1182
Phone: 907-465-2693
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Official Business

SPONSOR STATEMENT

HIR 4 – Federal Subsistence Board Reconsideration

This resolution requests the Federal Subsistence Board reconsider its November 2006 decision regarding subsistence fishery priority given to Ninilchik residents.

There are a number of issues worthy of consideration when debating the merits of this resolution; below is a brief list.

- The evidence presented to the Board did not demonstrate that the salmon, rainbow trout, char and other fish stocks in described area, are the same fish stocks as those present in areas much closer to and historically and much more frequently used by Ninilchik residents, such as Ninilchik River and Deep Creek.
- The Board made its customary and traditional use determination without substantial supporting evidence and without a reasonable examination of the eight regulatory factors for making customary and traditional use determinations with regards to the various fish stocks and areas covered by the determination.
- The Board improperly and unreasonably denied the Alaska Department of Fish & Game Board Liaison the ability to provide and discuss relevant information during the critical point of Board deliberations and in doing so, violated its own regulatory and Secretarial direction.

In short, the Board seems to have based it's ruling on anecdotal evidence rather than facts available for review. Many facts are readily available and a review of State's Requests for Reconsideration will serve to enlighten even further.

While in the House Special Committee on Fisheries, HJR 4 was amended to add the communities of Hope and Cooper Landing as other communities who are included in customary and traditional use determinations by the Board. Additionally, the Secretaries of the Interior and Agriculture, the members of the Federal Subsistence board, the Office of Subsistence Management and the U.S. Department of Interior were all added to the list of recipients. Electronic transmission was also added to the methods of distribution.