Legislature to review supplemental budget

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Legislative review of the governor's supplemental capital budget for the summer 1983 began Saturday. Without the bill state construction could come to a virtual standstill this summer.

Devoted primarily to consideration of water and sewer projects in the bill, the Senate Finance session also included an overview of the supplemental by Commissioner of Transportation and Public Facilities Daniel A. Casey, who has been heading the governor's capital projects review committee.

Casey explained that the concept of the $249 million supplemental was to move design-complete projects into construction as early as possible this year.

He said that because there was not a statewide bond project on last November's ballot, and because only $3 million was appropriated to the Department of Environmental Conservation for water and sewer this year, that there would be a drop-off in state-supported construction in 1983 without the bill.

In the absence of the bill, he said, there was no backlog of state projects for construction this summer.

The projects in the supplemental are not an additive to the $945 million for capital projects from state general funds that is in the 1984 executive budget, Casey said.

He said the supplemental was an attempt to get certain of these projects through the legislature ahead of the normal legislative budget process. Capital projects which remain in the 1984 budget could not be executed until the summer of 1984, he noted.

The supplemental measure, Senate Bill No. 162, was introduced in the Senate Monday, March 7.

Sheffield said the intent of the bill "is to put out to bid well-defined capital projects that are ready for construction in the 1983 construction season."

The governor said also that a major consideration in project selection was "to direct some construction employment in 1983 toward regions in which employment has become soft or is in decline."

In his overview, Casey explained there are primarily three types of projects in the supplemental bill.

First, there are projects selected because of immediate life and health safety needs. These included school repair projects to rectify code violations and water and sewer projects.

Secondly, there are projects for economic development. He said these projects represented investment capital that would leverage community and private funds.

Thirdly, the bulk of the projects call for construction to renovate existing major transportation facilities or to develop new ones.

Following are some of the projects for rural Alaska that are now in the governor's supplemental, exclusive of interior highway projects and the $16 million through the Department of Community and Regional Affairs:

Projects	$ millions
Nuiqsut harbor improvements	.75
Deering erosion control	2.50
Homer small boat harbor	1.00
Yakutat dock	2.80
Hoonah street paving	1.00
Alakanuk airport upgrade	2.45
Kotlik airport upgrade	2.35
Unalakleet airport improvements	1.30
Bethel airport runway	7.70
Saxman seaport renovation	.50
Wales Teller airport lighting	.33 each
St. Michael small boat harbor	.85
Teller small boat harbor	.80
Hooper Bay dock	.80
Eek airport erosion control	.45
Nunapitchuk airport initial construction	1.80
Aleknagik dock supplemental	.24
Naknek dock excavation	.59
Dillingham dock improvements	.75
Newhalen/Iliamna dock construction	.60
Petersburg harbor improvements	1.90
Haines city street improvements	.80
Seward marine industrial center construction	.80
Port Lions inner harbor facilities rebuilding	1.65
Tununak erosion control	.95
Bethel riverbank erosion control	5.00
Skagway water/sewer improvements	.76
Kotzebue water/sewer expansion	1.00
Bethel sewer line expansion	.40
Railbelt school district code upgrade	1.84
Nenana school upgrade	.60
Yukon/Koyukuk school district code upgrade	2.00
Aniak school safety fence	.09
Lower Yukon school district code upgrade	3.69