

Haines Borough Administration
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Report

December 11, 2007

Assembly Follow-Up

The resolutions from the last meeting have been distributed to each of the Legislators in Juneau. The transportation resolution has also been given to the MTAB and SE Conference Transportation Committee for consideration/action by those bodies. Additionally, the mayor sent letters (attached) to Congress requesting passage of funding for Secure Schools and our harbor. At the suggestion of Rep. Thomas, he has also written to Governor Palin to request funding for the sewer project she vetoed last session.

Cruise Ship Tax Revenue

The borough just received the first check from the commercial passenger vessel excise tax. The \$6,290 represents revenue received in FY07 (before June 30, 2007). I have included a chart from the Dept. of Revenue of taxes received for other AK ports.

Harbor Report

The requested harbor update is attached to this report. The committee met last month and will meet again this week to continue discussion of harbor improvements. The focus this week will be on the float system.

Transportation Funding Issues

Also attached to my report is information about federal transportation funding. The political will to fund roads or ferries is quite lacking and looks grim at best. The Governor has just announced her plan to create an endowment fund that will help fund transportation needs. The hope is that it will be enough to offset the projected shortfall in federal funding.

Water Tank

We are resubmitting the water tank project to the Planning Commission this week and are proposing to move a slightly smaller tank further back against the mountainside. Painted green, it should be less noticeable from the public's eye. I have also been reviewing hydrology reports in preparation for a more extensive study of water source development opportunities (FY09 CIP priority)

Permanent Fund Workshop

The Mayor met with Bob Storer in Juneau last week to discuss his availability to assist the assembly with the permanent fund (asset allocation, etc.). He is available to meet with the assembly on January 15th at 6 pm (probably a two-hour meeting).

School Project

The High School renovations continue to go well. The architects will be in town for an inspection this week. An Oversight & Planning Committee meeting is scheduled for 2:00pm on Wednesday the 12th.

New Hires

The borough would like to welcome our newest permanent employees (all with the Library): Katrina Hotch, Cultural Coordinator; Malene Gajewski, Education Coordinator; Aaron Johnson, Technology Coordinator; Donna Swift, Program Coordinator; and Alice Daly, Library Aide. Additionally, Stephanie Scott has been hired to provide temporary Staff Support for the Energy Task Force.

Holidays

The Borough offices will be closed on Christmas Eve (24th) and Christmas Day (25th) and on January 1st.



Happy Holidays

COPY



HAINES BOROUGH, ALASKA
P.O. BOX 1209 • HAINES, ALASKA 99827
Administration 907.766.2231 • (fax) 907.766.2716
Tourism 907.766.2234 • (fax) 907.766.3155
Police Dept. 907.766.2121 • (fax) 907.766.2128
Fire Dept. 907.766.2155 • (fax) 907.766.3373

November 28, 2007

The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
Washington, D.C. 20515

Dear Representative Pelosi:

The Haines Borough is writing to request your assistance in extending the Secure Rural Schools and Communities Act before the Congress adjourns for the year.

Like many other communities in Southeast Alaska, Haines has been historically dependent on timber revenues to supplement the education budget for our children. Changes in Federal policies governing timber harvest in the Tongass National Forest virtually eliminated these timber revenues. The Congress nonetheless restored the education funding when it originally enacted the Secure Rural Schools and Communities Act.

The payments to the Haines Borough are roughly \$600,000 per year. If the Act is not extended for 2008 and beyond, Haines may be forced to lay off teachers and curtail programs for our school children. Our winters are particularly harsh and long, and the school activities are central to the mental, emotional, and physical health of our children. Moreover, Haines' school facilities were in need of a major upgrade. The Haines Borough has bonded for these improvements and is now supporting bond payments, further eroding our ability to make up any temporary shortfalls in Secure Schools

The failure to renew this legislation will devastate Haines. The Borough urges you to take whatever action is necessary to extend the Secure Schools program this year. Thank you for your consideration of this important legislation.

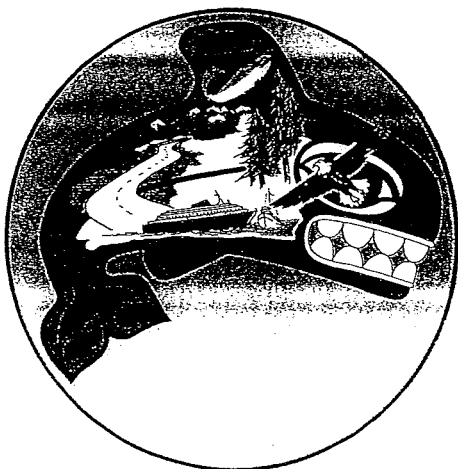
Sincerely,

A handwritten signature in black ink, appearing to read 'Fred Shields'. The signature is written in a cursive, flowing style.

Fred Shields
Haines Borough Mayor

Cc: Alaska Delegation

COPY



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November 20, 2007

The Honorable Ted Stevens
U.S. Senate
522 Hart
Washington, DC 20510

Dear Senator Stevens:

I am writing to urge you to seek funding for the construction of the Haines Small Boat Harbor and to thank you for your successful effort in securing its project authorization in the recently-enacted Water Resources Development Act (WRDA).

Our current harbor has been stretched beyond capacity for over a decade and as a result has placed limits on the development of our fishing industry and tourist economy. A new harbor has been in the Army Corps planning and design phases for a number of years. The Chief of Engineers report was completed in 2004 with a favorable recommendation and cost-benefit determination. The project has been ready to move to construction since then but has been held up by delays in enactment of WRDA.

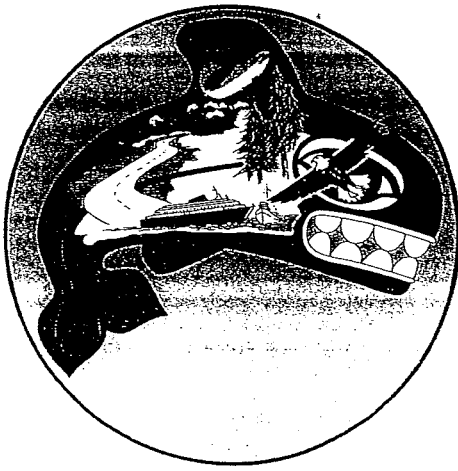
Now that the project authorization has been secured the Borough would like to request the full level of authorized Federal funding of \$11,232,000. If it is too late in the FY 2008 appropriations process to secure that level of funding, another alternative would be to see if the \$350,000 in Army Corps General Investigations funding currently in the FY 2008 Senate Energy & Water Appropriations Bill can be shifted into the General Construction account in Conference. That approach, in addition to being fiscally-neutral, would move us into the "new start" construction phase without having to wait for another year to pass before we can start dredging and constructing the new harbor.

Thank you for your support for Haines and our harbor development efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Shields".

Fred Shields
Mayor



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November 23, 2007

Honorable Governor Sarah Palin
P.O. Box 110001
Juneau, AK 99811-0001

Dear Governor Palin:

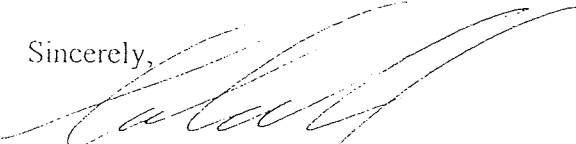
The Haines Borough would ask that you consider including the Haines Borough Beach Road Sewer Force Main Extension project (\$399,795) into your FY09 budget.

During high flow conditions, this manhole discharges raw, untreated sewage across the street into an open drainage ditch. This ditch is across the street from the Senior Village (independent-living housing facility), Haines Senior Center and Tlingit Park.

This project has been a priority of the borough and supported by the Alaska Department of Environmental Conservation. We have applied to the matching-grant program the last three years and have either not scored high enough or the department's program budget has not been given sufficient funding for all the projects submitted. The Legislature funded this project in their FY08 capital budget but the funding was eventually vetoed.

The Haines Borough does have the 20% matching funds on hand but would request any level of funding that might be available for this important health and public safety issue. I will be calling on your OMB Director to discuss this further. On behalf of the Haines Borough, I would like to thank you for your consideration of this project.

Sincerely,


Fred Shields
Haines Borough Mayor

Cc: Senator Albert Kookesh
Cc: Representative Bill Thomas
Cc: OMB Director Karen Rehfield

Sec. ~~43.52.200~~. Levy of excise tax on overnight accommodations on commercial passenger vessels.

There is imposed an excise tax on travel on commercial passenger vessels providing overnight accommodations in the state's marine water.

Sec. 43.52.210. Rate of tax.

The tax imposed by AS 43.52.200 - 43.52.295 is levied at a rate of \$46 a passenger per voyage.

Sec. 43.52.220. Liability for payment of tax.

A passenger traveling on a commercial passenger vessel providing overnight accommodations in state marine water is liable for the tax imposed by AS 43.52.200 - 43.52.295. The tax shall be collected and is due and payable to the department

(1) by the person who provides travel aboard a commercial vessel for which the tax is payable; and

(2) in the manner and at the times required by the department by regulation.

Sec. 43.52.230. Disposition of receipts.

(a) The proceeds from the tax on travel on commercial passenger vessels providing overnight accommodations in the state's marine water shall be deposited in a special "commercial vessel passenger tax account" in the general fund. The legislature may appropriate money from this account for the purposes described in (b) and (c) of this section, for state-owned port and harbor facilities, other services to properly provide for vessel or watercraft visits, to enhance the safety and efficiency of interstate and foreign commerce, and such other lawful purposes as determined by the legislature.

(b) For each voyage of a commercial passenger vessel providing overnight accommodations, the commissioner shall identify the first five ports of call in the state and the number of passengers on board the vessel at each port of call. Subject to appropriation by the legislature, the commissioner shall distribute to each port of call \$5 per passenger of the tax revenue collected from the tax levied under AS 43.52.200 - 43.52.295. If the port of call is a city located within a borough not otherwise unified with the borough, the commissioner shall, subject to appropriation by the legislature, distribute \$2.50 per passenger to the city and \$2.50 to the borough. Each port of call receiving funds under this section shall use the funds in a manner calculated to improve port and harbor facilities and other services to properly provide for vessel or watercraft visits and to enhance the safety and efficiency of interstate and foreign commerce.

FY 2007 Commercial Passenger Vessel Excise Tax Share Warrant List

City or Borough	C/B?	Amt
Haines Borough	B	6,290.00
City & Borough of Sitka	B	103,325.00
City & Borough of Yakutat	B	
Hoonah	C	14,015.00
Hooper Bay	C	
Houston	C	
Ketchikan Gateway Borough	B	203,810.00
Kodiak Island Borough	B	
Kodiak, City of	C	
Kenai Peninsula Borough	B	16,222.50
Metlakatla	C	
Nome	C	
Petersburg	C	
Municipality of Anchorage	B	
Seward	C	16,222.50
Skagway	C	339,855.00
Unalaska	C	
Valdez	C	
Whittier	C	44,840.00
Wrangell	C	
		744,580.00

HAINES SMALL BOAT HARBOR STATUS REPORT

November 2007

August 2007

The **Army Corps of Engineers** met in Haines with a cross section of the community to describe the challenges we face in realizing a new, expanded harbor. The soil conditions are not good; extensive clay under the area proposed for the expanded basin will likely increase the costs of the project significantly. Additional workshops will be held after WRDA authorization to “value-engineer” the project and look at possible alternatives.

The **Advisory Committee** submitted recommendations to AK DOT staff engineers on the orientation, placement and character of new float slips in the existing basin. Additionally, the Committee recommended to Borough staff development of uplands in the west of the basin to include construction of a steel-supported dock or bulkhead. Dredging needs were identified.

The AK Department of Fish & Game committed \$750,000 to construct a **boat launch ramp** south of existing basin. Total project costs estimated at \$1.45 million, to include expanded parking and improved traffic flow. This project is dependant on the development of the extension of the existing breakwater (a new “nose”) and a finger extension directly south of the ramp to protect ramp and harbor basin that will provide wave protection to the harbor basin.

September 2007

The Borough manager presented the harbor project at Foraker Group Funder Forum, **Southeast Conference**, Skagway. The Economic Development Administration (EDA) and AK Denali Commission (DC) express support for the project.

October 2007

With engineering advice and assistance from Perotovich, Nottingham and Drage, borough staff begins development a phased **Master Plan** to describe and schedule needed maintenance, repair and development plans including floats, dredging and uplands development. **Phased project is prioritized:**

1. Floats
2. Uplands development on West Side and equipment
3. Dredging entry channel and inside basin
4. Boat Launch Ramp and associated Breakwater
5. Associated expansion for Parking
6. Harbor Master and Public facilities

Borough requests \$1 million from **Denali Commission** in formal application for Haines **Harbor Float Elements Phase I**. Total project costs: \$4.3 million. Partner: Alaska DOT, \$1.65 million (38.5%). Local funds, \$1.65 (38.5%). Denali Commission: 23%

November 2007

Research continues on **EDA Uplands Development**. Total Project Estimated Cost: \$4.41 million. Anticipated request to EDA: \$1 million. Need to describe the economic impact of upland development in the community and identify project financial partners. Financial strategy to consider AIEDA, USDA/Rural Development, Federal Aviation Administration (for seaplane float), DOT Tier I and II, Haines Borough Permanent Fund, Municipal Bonds, Chilkoot Indian Association, ACOE (for dredging)

Congress Overrides Presidential Veto of WRDA, thereby authorizing the Haines Harbor expansion project through Army Corps of Engineers (ACOE). The Borough must work to get the project funded. ACOE will proceed with engineering as funding allows.

The Haines Boat Harbor Advisory committee met on November 29th and meets again December 13th at 2 pm in the assembly chambers to continue discussion and planning for float specifications.

ACTION NEEDED TO PRESERVE FEDERAL HIGHWAY INVESTMENT COMMITMENTS

As noted in AASHTO's "A New Vision for the 21st Century" report, leaders in this country need to muster the political will to provide the quantum increase in transportation investment necessary to ensure a thriving economic future for generations to come. Unfortunately, transportation investment in the US is increasingly falling short of what is needed to just maintain what we already have. Furthermore, there are now a number of challenges facing the highway program that are symptomatic of this lack of will to ensure adequate investment in our transportation system. Failure to meet these challenges will result in jobs lost, reduced economic prosperity, more congestion, and greater limitations and constraints to freedom of mobility made possible by past investments like the Interstate Highway System.

HIGHWAY TRUST FUND CRISIS

Enacted in 2005, SAFETEA-LU guaranteed at least \$223 billion for federal highway program investments through FY 2009. This investment level was predicated on a forecast of anticipated revenues collected for the Highway Trust Fund's (HTF) Highway Account over the life of SAFETEA-LU. The FY 2008 mid-session budget review forecasts revenues for the Highway Account will fall short of meeting these commitments and result in a negative \$4.3 billion balance during FY 2009, the last year of SAFETEA-LU authorizations (see table below). In addition, if the House-Senate Conference Report of the FY 2008 Transportation-Housing and Urban Development Appropriations Act, which includes an additional \$1 billion in spending for bridges, is signed into law (resulting in a \$700 million budget impact), the projected HTF highway account shortfall will reach \$5 billion in FY 2009.

The highway program is permitted to make obligations in excess of the revenues in the Highway Account of the Highway Trust Fund. As a result, federal projects pay out over a number of years, with the first year payout rate at approximately 27 percent. Therefore, an estimated \$16 billion cut in highway commitments would be required to address a projected \$4.3 billion shortfall in the Highway Account.

Fiscal Year	Guaranteed Highway Investment	Projected Highway Account Balance	Potential Highway Investment Cut	Net Highway Investment	Percent Change from Guaranteed Investment Level
2008	\$42.2 billion	\$1.3 billion	\$0	\$42.2 billion	0%
2009	\$43.2 billion	-\$4.3 billion	-\$16 billion	\$27.2 billion	37.0%
2009 Including Bridge Measures in FY 2008 DOT Appropriations Bill (\$700 million)	\$43.2 billion	-\$5.0 billion	-\$18.5 billion	\$24.7 billion	42.8%

Potential Outcomes

There are a number of outcomes that can occur in the coming years based on the kinds of actions that are taken today.

Action 1 - Reduce the Highway Program

The Highway Account of the HTF will be in red ink by billions of dollars, resulting in an extremely constrained program where new highway obligations will be cut by \$16 billion (37 percent) or more from the SAFETEA-LU guaranteed levels in FY 2009.

Outcome: Under this scenario, our nation could lose up to 760,000 or more jobs, as every billion dollars in highway spending has the potential to support 47,500 jobs.

Action 2 - Address the Short-Term Problem in FY 2009

The Senate Finance Committee introduced a set of measures to avert the HTF insolvency crisis in FY 2009. These measures include:

- Crediting the HTF for Emergency Relief Program spending above the originally authorized levels from 1998 to 2005 - \$3.3 billion;
- Cracking down on fuel tax evasion - \$845 million; and
- Providing a payment to the HTF equal to six months' worth of foregone HTF receipts due to a fuel tax exemption enjoyed by publicly-owned vehicle fleets - \$830 million.

These measures have yet to pass both the House and Senate, and if passed, face a veto threat from the President since the Administration is committed to holding down domestic spending, including spending for transportation.

Outcome: This action provides a temporary stopgap solution. If no long-term solution is found, the HTF deficit and the attending program cuts will recur in FY 2010.

Action 3 - Increase Investment Levels

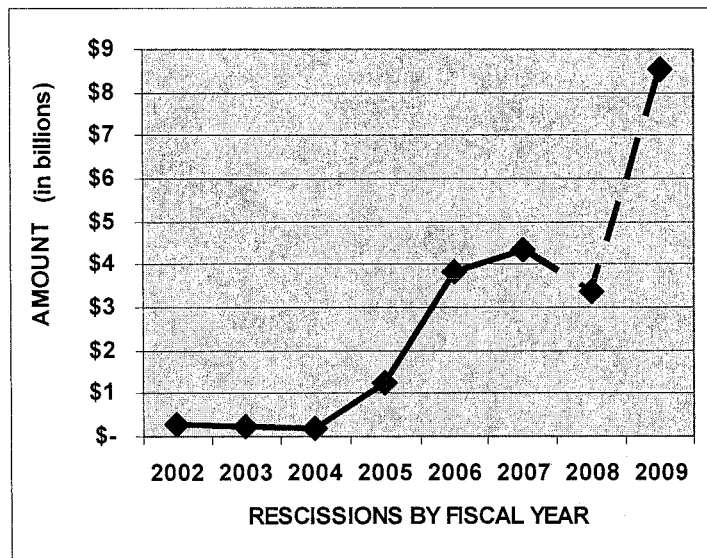
Total highway and transit capital investment needed to maintain conditions and performance of the existing system is expected to grow from \$130.6 billion in 2007 to \$259 billion by 2030. Furthermore, the level of investment needed to improve our current highway and transit system will increase from \$185.3 billion to \$367 billion by 2030. While the needs are growing, the motor fuel taxes underpinning the HTF continue to lose purchasing power due to inflation, increases in the price of commodities used in transportation projects such as concrete and steel, and the increased cost of fuel used by contractors during construction. To ensure adequate revenue for the long-term, we must:

- Honor the guaranteed funding levels in SAFETEA-LU until the end of FY 2009 by utilizing a menu of options such as a General Fund subsidy to the HTF for the value of various motor fuel tax exemptions, capturing HTF interest earnings, imposing further fuel tax fraud prevention mechanisms, and other measures;
- Consider the equivalent of a three-cent per gallon increase in motor fuel taxes in order to avert a major cut in the highway program in FY 2009;
- Consider the equivalent of an additional seven-cent per gallon increase to restore the purchasing power of the program in FY 2010; and
- Index all motor fuel taxes (existing and new) to the Consumer Price Index beginning in 2010.

Outcome: These rational and appropriate actions represent constructive steps that can be taken to preserve the solvency of the Highway Trust Fund and deliver needed transportation improvements both in the near term and for the future. Congress should act as soon as possible to ensure revenues are available to support SAFETEA-LU's highway investment commitments and to put in place additional revenue streams that will support transportation improvements and our economy in the future in a stable and predictable way.

IMPACT OF RESCISSIONS

It has been the practice of Congress starting in 1970 to apply obligation limitations to restrict the amount of state apportionments that can actually be spent. While states would prefer that full funding of authorizations be provided, this practice of distributing more contract authority has resulted in balances of unobligated funds that, until recently, provided states with flexibility to



choose among the Federal-aid Highway Program categories based on priorities. However, starting in FY 2002, Congress began to rescind portions of these balances in amounts that have greatly increased over time (see graph), totaling \$13.6 billion (including rescissions included in the FY 2008 Appropriations bill).

Additionally, there has been pressure from Congress to direct that rescissions be taken proportionately across all federal highway program categories. If this were required, it would hamper the flexibility for states to

program funds that best meet their priorities. The need to preserve this program flexibility is critical because it allows the states to retain the most flexible funding for use on high priority projects that are programmed and ready for letting. In addition, it allows for state and local governments to manage their limited resources to best leverage federal funds.

Even more troubling, SAFETEA-LU contains a provision that will require rescinding about \$8.5 billion in FY 2009. This has serious ramifications for our nation's highway program.

IMPACT OF RESCISSIONS ON STATES IN 2009

In FY 2009, the federal highway program is expected to undergo a reduction in unobligated apportionments to states that is equivalent to 22.3 percent of authorized funds for FY 2009. This reduction is a result of a provision in SAFETEA-LU, which requires an \$8.543 billion rescission of contract authority. As seen on the table on Page 4, the amount of authorized highway funds available to states will be significantly reduced in FY 2009. This means many vital projects to improve mobility in all states around the country may have to be either deferred or deleted from existing capital plans, as there will be a significant funding reduction. This failure to fully utilize all available transportation resources as represented by such rescissions of contract authority is symptomatic of the lack of national political will needed to ensure adequate transportation investment. Attached is a table that portrays a possible impact of these rescissions. Because unobligated balances for each state vary greatly and apportionments cannot be determined accurately in advance of the final distributions, **these figures are only meant to illustrate the potential impact on states, not accurately quantify the final reductions.**

Impact of Rescissions on FY 2009 Apportionments

11/16/2007

Based on information from FHWA (<http://www.fhwa.dot.gov/reauthorization/rta-000-1664ar.xls>)

Notes

1/ Summary of SAFETEA-LU FY 2009 apportionments for RTA-000-1664A by FHWA HPLS-30 (Before penalty/Before programmatic distribution/Before Byrd Test)

2/ Based on SAFETEA-LU language for rescission of funds on 9/30/09 as noted in RTA-000-1664AR by FHWA HPLS-30

3/ ESTIMATED FY 2009 apportionments due to the \$8.5 billion rescission of contract authority applied at state level based on FHWA data. This estimate is for ILLUSTRATIVE purposes only, where rescission amounts are taken only from the FY 2009 apportionments. Because prior-year unobligated funds can vary by each state, final apportionment figures for individual states in FY 2009 will be different from this illustrative estimate.

State	SAFETEA-LU Apportionments /1	Rescission Amounts in		Reduced Amount based on FY 2009 Apportionments /3	Percent Reduction based on FY 2009 Apportionments
		/2	9/30/09		
Alabama	\$ 766,127,206	\$	156,644,332	\$ 609,482,874	20.45%
Alaska	\$ 448,466,316	\$	55,037,829	\$ 393,428,486	12.27%
Arizona	\$ 685,475,379	\$	140,806,116	\$ 544,669,263	20.54%
Arkansas	\$ 501,635,862	\$	105,435,603	\$ 396,200,259	21.02%
California	\$ 3,640,724,861	\$	849,635,190	\$ 2,791,089,670	23.34%
Colorado	\$ 529,670,662	\$	118,978,987	\$ 410,691,675	22.46%
Connecticut	\$ 503,829,364	\$	106,325,006	\$ 397,504,358	21.10%
Delaware	\$ 166,589,264	\$	39,500,204	\$ 127,089,060	23.71%
Dist. of Col.	\$ 156,779,577	\$	43,521,301	\$ 113,258,276	27.76%
Florida	\$ 1,820,444,150	\$	336,641,256	\$ 1,483,802,894	18.49%
Georgia	\$ 1,331,431,858	\$	261,295,478	\$ 1,070,136,380	19.63%
Hawaii	\$ 171,769,264	\$	42,211,746	\$ 129,557,518	24.57%
Idaho	\$ 291,328,644	\$	56,695,562	\$ 234,633,082	19.46%
Illinois	\$ 1,352,349,770	\$	297,113,701	\$ 1,055,236,069	21.97%
Indiana	\$ 956,803,964	\$	183,452,997	\$ 773,350,968	19.17%
Iowa	\$ 437,280,342	\$	113,618,346	\$ 323,661,997	25.98%
Kansas	\$ 392,132,820	\$	110,868,243	\$ 281,264,577	28.27%
Kentucky	\$ 666,141,289	\$	152,706,925	\$ 513,434,363	22.92%
Louisiana	\$ 610,742,053	\$	138,442,393	\$ 472,299,660	22.67%
Maine	\$ 197,994,871	\$	50,282,613	\$ 147,712,258	25.40%
Maryland	\$ 611,361,472	\$	145,489,864	\$ 465,871,607	23.80%
Massachusetts	\$ 630,617,368	\$	166,624,020	\$ 463,993,348	26.42%
Michigan	\$ 1,199,369,558	\$	272,564,402	\$ 926,805,156	22.73%
Minnesota	\$ 679,925,353	\$	140,442,570	\$ 539,482,783	20.66%
Mississippi	\$ 473,045,959	\$	107,802,158	\$ 365,243,802	22.79%
Missouri	\$ 907,948,473	\$	205,557,331	\$ 702,391,142	22.84%
Montana	\$ 373,884,361	\$	72,450,883	\$ 301,433,478	19.38%
Nebraska	\$ 292,570,336	\$	75,748,542	\$ 216,821,794	25.89%
Nevada	\$ 272,904,244	\$	59,215,607	\$ 213,688,637	21.70%
New Hampshire	\$ 171,693,814	\$	42,742,215	\$ 128,951,599	24.89%
New Jersey	\$ 986,627,008	\$	228,251,217	\$ 758,375,791	23.13%
New Mexico	\$ 371,913,547	\$	80,714,856	\$ 291,198,691	21.70%
New York	\$ 1,712,268,412	\$	442,318,955	\$ 1,269,949,457	25.83%
North Carolina	\$ 1,080,060,116	\$	226,499,568	\$ 853,560,548	20.97%
North Dakota	\$ 246,761,333	\$	61,166,098	\$ 185,595,236	24.79%
Ohio	\$ 1,411,332,894	\$	299,406,598	\$ 1,111,926,295	21.21%
Oklahoma	\$ 584,422,783	\$	146,720,464	\$ 437,702,319	25.11%
Oregon	\$ 466,285,449	\$	113,114,136	\$ 353,171,314	24.26%
Pennsylvania	\$ 1,674,237,909	\$	412,086,190	\$ 1,262,151,719	24.61%
Rhode Island	\$ 208,302,209	\$	55,394,852	\$ 152,907,357	26.59%
South Carolina	\$ 611,356,868	\$	131,483,644	\$ 479,873,224	21.51%
South Dakota	\$ 274,418,215	\$	60,016,495	\$ 214,401,720	21.87%
Tennessee	\$ 835,237,451	\$	182,374,652	\$ 652,862,799	21.84%
Texas	\$ 3,038,231,690	\$	633,930,128	\$ 2,404,301,563	20.87%
Utah	\$ 296,408,464	\$	68,237,861	\$ 228,170,603	23.02%
Vermont	\$ 181,825,066	\$	47,284,725	\$ 134,540,341	26.01%
Virginia	\$ 996,098,423	\$	217,959,560	\$ 778,138,863	21.88%
Washington	\$ 661,448,671	\$	176,994,441	\$ 484,454,230	26.76%
West Virginia	\$ 425,343,126	\$	99,744,867	\$ 325,598,259	23.45%
Wisconsin	\$ 749,567,420	\$	147,129,687	\$ 602,437,732	19.63%
Wyoming	\$ 262,801,629	\$	64,319,588	\$ 198,482,041	24.47%
TOTAL	\$ 38,315,987,138	\$	8,543,000,000	\$ 29,772,987,138	22.30%



Haines Borough Department Reports

Submitted 12-11-07

Ports & Harbors – Phil Benner, Harbormaster:

Small Boat Harbor –

- Moved boats and made room for Chilkat Express
- Repaired bathroom door that was kicked in.
- Put fresh coat of paint on bathroom floor.
- Making new signs for the end of each float giving directions.
- Cleared out summer items from shed to make room for snow blowers.
- Pumped 3 boats and retied 12.
- Installed cleats for boat owners
- Night time patrols for live-a-boards and vandalism.
- Reattached seaplane float after failure of connection.

Lutak Dock –

- four freight barges and two fuel barges
- Stored all left over fencing from PC dock at Lutak.
- Cutting down and burning alder and brush along fencing left down by State cutting.
- Changed oil and added oil to compressors for barge ramp.
- Laid down eight truck loads of gravel on dock surface.
- Working on shop area.

Letnikof -

- Patrols to make sure floats are still operational.
- Installed bumper around landing float.
- Replaced broken and missing cleats.

PC Dock

- Building 4 picnic tables for PC Dock.

Administration -

- Harbor Advisory meeting.
- Working on grant applications
- Billing for AML, Chilkat Cruises, Delta and AP&T.
- Talked with 4 companies about long term goals for existing harbor and replacement of floats, electric, facilities, etc.
- Certified letters to two owners about impounding vessels due to non-payment of moorage.
- Continued work with Watch Captain to set up Marina program.
- Contacting companies about buying ice for next season.
- Started going through files to turn over to Borough Clerk for archiving.

Public Works – Bruce Smith, Superintendent:

- Preparations for winter; gravel and sand stockpiles, post snow removal signs, clear snow storage areas, repair and prep tire chains, etc.
- Road maintenance –blade, potholes, ditch cleanup.
- Vehicle maintenance – prep of grader, loader, snow blades for winter use, install studs.
- Machinery maintenance – rebuild pumps.
- 2 burials

Volunteer Fire Department – Al Badgley, HVFD Training Officer:

Call Outs:

- 1 – fire
- 25 – ambulance

Training:

- Ambulance: run reviews with physician sponsor Dr. Julia Heinz.
- Fire: Hazardous materials, and advancing hose lines, preplan and walk around of the Bear's Den.
- Volunteer Hours – November 2007

Fire – 132 Ambulance – 215 SAR – 8

Additional Information:

- Election of Department officers held: Chief: Scott Bradford, Assistant Chief: Roc Ahrens, Secretary: Vince Hansen, Treasurer: Lucy Tate.
- Al Badgley and Lucy Tate recertified in Advance Cardiac Life Support with a 12 hour refresher.

Water & Sewer – Scott Bradford, Water-Sewer Plant Operator

- Monthly water testing report submitted to ADEC and DNR. Monthly sewer reports DMRs submitted to EPA and DEC.
- Routine testing: Sewer Plant: temperature, PH, DO, TS, Fecals, BOD. Copper done monthly. Water Plant: temperature, turbidity, chlorine, glow and tank levels, chemical dosages are done daily. Two bacti samples are collected monthly. HAA5s and TTHMs are tested each quarter.
- Maintenance: blowers greased and oil changed, furnace repaired. Sludge press belt replaced, emergency lighting installed at water treatment plant, floats on sewer lift stations were cleaned or replaced. Turbidity meters water sample lines replaced, repaired chlorine transfer pump, installed chemical pump wall mounts.

Tourism – Lori Stepansky, Tourism Director:

- Statistics for November 2007 versus November 2006:
 - Vehicles: 2006 –1122 2007 – 1132 up 10
 - Visitors: 2006 – 102 2007 – 144 up 42
 - Phone inquiries: 2006 – 39 2007 – 55 up 16
- Completed final reports for Haines Corridor Management Plan grant contract.
- Assisted with acquiring information needed for harbor grant.
- Completing interview and appointment requests for American Bus Association convention in February.
- Visitor Center restroom winterized in a manner that no longer requires heat during the winter. This will save fuel expenses. Also insulation will be added to walls when the new floor is installed, resulting in additional heat cost reduction.
- Visitor Center has been decorated for Christmas and has been prepared for town activities.
- Trash pick-up at Visitor Center has been reduced to bi-weekly during the winter season.
- Haines DVD Video is complete; 5000 copies have been ordered. Options for selling the DVD online and at the Center are being explored. The Tourism Advisory Board will review the video at its December meeting.
- Web site issues and changes are being addressed. Re-alignment of procedure will allow staff to assume more / different tasks.
- 725 planners were bulk mailed in November.

Pool – RaeAnn Galasso

- November Monthly attendance: 1661 – average daily: 61
- The swim team time trials held, evening swim lessons began, employee training.
- Working to solve some start up problems: cleaned sump pump to clear green water, cleaned strainer and resealed to eliminate bubbles in the water which caused clarity issues.
- Posting position for Pool Cashier

Lands – John Wurst, Lands Manager/Assessor:Planning and Zoning & Land Use

- Attended 2 planning meetings with CIA for Haines Borough
- 2 Short Plats were signed and sent to the state recorders for filing
- Reviewed Coastal Management Plan with 2 Department of Natural Resource staff members in Haines to provide training for the planning staff
- Reviewed ArcGIS Desktop information for office use & made arrangements for training in January
- Began administrative action for ROW compliance in Letnikof Estates
- Field trips with different Planning Commissioners to the proposed new water tower site
- Prepared road construction standards document for planning commission review
- Training staff on how to issue street addresses in the townsite.

Land Management/Assessment

- Reviewed Lutak land acquisition values with DOT Right-of-Way agent & HB manager
- Working with realtor regarding Spruce Grove Rd extension ROW
- Working with manager on Cathedral View Sub easement
- Working with different state and federal agencies about soil contamination for water tank site
- Reviewed tideland conveyance request for Swanson Harbor Float
- Attended management team meeting for the month of November