

CITY EYES RECORD BONDING VOTE

October Election Bundle Proposed To City Council

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Bond propositions totaling \$39 million may confront city voters when they go to the polls for the Oct. 6 general election.

It would be the largest amount of revenue and general obligation bonds put before the voters in the history of the city.

The program, Oldland said, would place the city in a position "subject to the prior installation" (Continued on Page 2)

In a preliminary budget package, City Manager Robert Oldland today proposed that five bond issues totaling some \$28 million be put on the October ballot.

Already slated for the election is an \$11 million borough-wide school bond, approved Monday by the Borough Assembly.

In addition to the bonds, Oldland asked that the ballot contain a City Charter amendment that would eliminate a present requirement that voters give advance approval of revenue bonds issued by the city.

Requested by the city manager are:

—A \$10 million street improvement bond.

—A \$6.5 million water revenue bond.

—A \$6 million to \$7 million telephone revenue bond.

—An approximate \$4.5 million general obligation bond for port expansion.

—A \$500,000 to \$600,000 general obligation bond to improve the port industrial park.

According to Oldland, only the two general obligation bonds will have a city-wide effect on tax payers.

In considering port expansion, he noted that "a potential Port Authority or other means of securing greater administrative flexibility and independence and broader tax base must be explored."

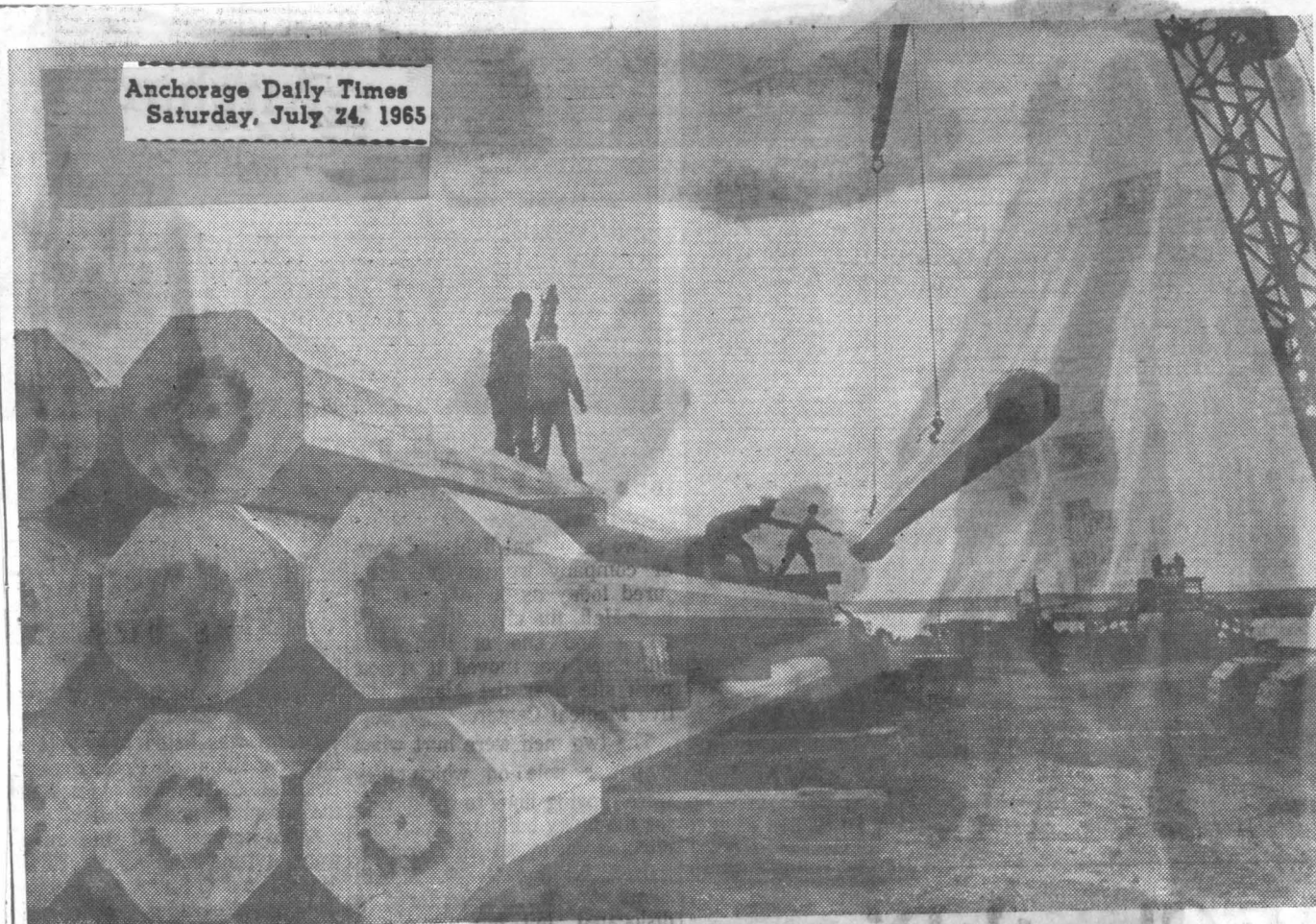
"Notwithstanding such potential," Oldland said, "the Port Commission is currently developing a port improvement program which will require approximately \$4.5 million of bond funds."

The Port Commission Monday requested the City Council to approve a cost study which will indicate the exact amount required for the planned expansion.

A member of the firm of Lounsbury, Sleavin and Kelly said then that costs could run as high as \$5 million or \$6 million.

The Port Commission has said it intends to combine with the new funds the \$750,000 approved by the voters in March for port expansion.

Oldland said that the approximate half million dollars he is requesting for the Port Industrial Park will be used in general obligation water bonds to "support water main extensions" into the area.



PILINGS FOR DOCK EXTENSION

More than 2,500 tons of pilings for the planned north dock extension at the Port of Anchorage are being unloaded for storage at Anderson Terminal. The 143 pilings, each 72 to 76 feet in length and specially constructed to stand up under ice and

tidal action, will be stored until next spring when construction begins. The pilings could not be unloaded at the city dock because part of that dock is torn up for construction of the petroleum dock facility.

Anchorage Daily Times
Tuesday, Aug. 3, 1965

'Port Authority' Is Proposed For Financing Expansion Plan

Deciding that the Port of Anchorage should be financed by an area greater than the city, the Port Commission Monday night voted to work with the City Council towards the creation of an independent "Port Authority."

The action came towards the end of a meeting at which the commission also:

—ordered negotiations with Lounsbury, Sleavin and Kelly, started to hire the local firm as consulting engineers for the port, replacing the firm of Tip-pettis - Abbott - McCarthy-Stratton which is currently under contract.

—recommended a feasibility study on the port expansion program so that a bond issue, roughly estimated at \$4.5 million, can be placed before the voters in October.

—recommended that a contract be negotiated with Tryck, Nyman and Hayes for a feasibility study of tidelands south of the port industrial park.

A Port Authority, City Manager Robert Oldland told the commission, would "create a separate taxing entity to operate and fund the development of the Port of Anchorage."

The port is beneficial to a

large existing urban area from Eagle River to Girdwood, Oldland said, and a Port Authority could develop a tax base in the benefited area that can support the programed development of the port which appears necessary.

Such an organization is common on the east and west coasts of the "lower 48" and along the Great Lakes, he said. Taxpayers within the city now meet the debt service on general obligation bonds for the port, Oldland said today.

"It is not unlikely that in the future the port could support its own debt service," he commented, "but until we shake the trust indenture on it in 1968, all of our revenues are pledged."

A Port Authority would be

"comparable to a first class city," Oldland said.

Before one could be created, he said, "We would have to be certain that it is legal under the state constitution."

A special legislative act would also be required, "because we would be creating a new political entity."

Following that, a board of commissioners would be elected and the necessary staff assembled for the operation of the port.

The commissioners, Oldland noted, would be directly responsible to the voters.

The feasibility study to determine the amount of an October bond issue was decided upon by the commission following a report from the Port Director A.E. Harned on a proposed north wharf extension.

Port tonnage, he indicated, is growing at "33 per cent, so that even a 600 foot north dock extension would be operating at saturation point by 1970."

He recommended a minimum 600 foot extension, a 320 foot railroad trestle to the port industrial park, a 1,800 foot bulkhead to recover tidelands for storage, and a new dock crane.

Anchorage Daily News, Wednesday, July 7, 1965

Alaska Rate Cut Draws Opposition

SEATTLE, July 6 (AP)—The Seattle Traffic Association has intervened against a proposed cut by sea-land service in cargo rates between Portland and Alaska.

Sea-Land has proposed sharp reduction in the differential between Seattle and Portland on shipments to Alaska. The cuts would be effective July 20.

Sea-Land said that even with the new rates, Columbia River ports won't give much competition to Puget Sound Ports in trade with Alaska.

However, Seattle Traffic Association manager H. E. Franklin said the reduced rates for Portland would discriminate against Puget Sound ports. His contention is on file with the Interstate Commerce and Federal Maritime Commissions.

Tuesday, July 20, 1965 Anchorage Daily Times

Commission Authorizes New Port Expansion Study

Plan's Cost To City Estimated 'Very Low'

The Port Commission Monday authorized the up-dating of a port expansion feasibility study which the Port Director said today will probably call for a large expansion at "very little cost to the taxpayer."

A. E. Harned told the commission that he anticipates "tremendous" increases in port activity that will call for a 600 foot north dock extension, a 320 foot trestle to the industrial park, and a tidelands bulkhead to create open storage space.

In the next two years the port can expect additional income from at least five sources, Harned said.

They are: foreign trade, especially with Japan; an expanded program with Sea-Land Service; oil exploration supply activity; the state ferry; and barge operations.

"The feasibility survey will find out what the income from these sources will be," Harned said.

That figure will be converted into the amount of a bond issue it could be applied against.

"I have the feeling that known

and forseen traffic would handle a good-sized addition," he said. "Over and above that, if there is just a small amount needed for a complete expansion, the tax-payers will be asked to put in a few dollars."

The port is presently operating in the black, Harned said, so that the anticipated income could be applied against the bonds required.

Exact figures will be available when the up-dated study is presented to the Port Commission Aug. 2, he said.

Trade with Japan is expected to increase from present levels to "an excess of 30,000 tons per year," following completion of the ship mill near Homer, Harned said.

"A ship is scheduled for completion in 1967 which will make 17 voyages a year carrying chips to Japan," he said.

The Japanese are interested in expanding their import market in Alaska, Harned said.

Presently Tanekaya, Ltd. of Sumitomo Shoji Kaisha, Ltd. is in Anchorage taking orders for

steel products and construction materials, he said.

Lida anticipates that his cargo will "create the inducement" to bring the ship ship to Anchorage, Harned said.

In the field of domestic trade, the Port Director said Sea-Land has indicated a need for preferential berthing for a third vessel, the Summit, and possibly a fourth ship, in 1966.

Based on their expansion plans, Sea-Land has requested the city to finance and build a 27½ ton, \$700,000 crane, Harned said. Sea-Land will pay for the crane, he said.

In addition, the company has requested the city to transfer one of its 40-ton dock cranes to Kodiak for Sea-Land use there.

Construction of a sheet pile bulkhead landward of the City Dock will open up 80 acres of open storage space, Harned said.

It can provide for a barge berth and possibly assist in the development of a small boat harbor, he said.

Cheap fill for the project will be available in the next two years from the C Street Buttress project, the Corps of Engineers dredging program and demolition and excavation in the downtown area, Harned said.