

Memorandum

Borough Manager John Moosey



DATE: April 28, 2020 (for Public Release on May 5, 2020)
TO: Mayor and Assembly
FROM: John Moosey, Borough Manager
SUBJECT: Manager's Notes to the Assembly

FY2021 Budget – See attached letter from Mayor Halter to Governor Dunleavy dated April 14, 2020.

COVID-19 Coronavirus –

- Links to the most recent updates and information:
 - DHSS website: www.coronavirus.Alaska.gov
 - CDC website: www.cdc.gov/coronavirus
 - MSB website: <https://matanuska-susitna-borough-coronavirus-covid-19-msb.hub.arcgis.com/>
- Letter to Governor Dunleavy from Alaska Municipal Management Association re travel restrictions, April 9, 2020
- Borough ICS 213 RR Resource Request to State of Alaska Dept of Health and Social Services requesting Test Kit machines and supplies dated April 15, 2020
- Unemployment Benefit Claims Jump in March, April 17, 2020
- Governor Unveils Path to Reopening Alaskan Economy, April 21, 2020
- Federal Coronavirus Aid Update, email from Karl Ohls, April 21, 2020
- Governor Dunleavy's letters to Rep. Tuck and Sen Bishop, April 21, 2010
- COVID-19 Response Funding, April 21, 2020
- Guidance for Relief Dollars for State Territorial Local and Tribal Governments, April 22, 2020
- Gov. Dunleavy Plans \$300 million for Small Business Aid, but it won't be quick, April 27, 2020

Alaska Division of Forestry Suspends all Burn Permits – See attached flyer that will suspend all burn permits – both small- and large-scale – effective at midnight on April 30, in anticipation of the impacts of COVID-19 on Alaska's wildland firefighting resources this summer.

COVID-19 Economic Impact Task Force – The Task Force has had two virtual meetings on this subject with Assemblymember Nowers leading the discussions. As many other communities across the country have done, the first step is to find out how Borough businesses are being impacted by COVID-19 and look at how we might best help them. We have drafted up a survey to send to all the businesses that we have email addresses for to find out this information. The survey is in the coordination phase and has been sent to all participants in the Task Force, including some members from the Cities, their Chambers, and a variety of involved citizens. We expect to send the survey to business owners this week.

Congressional Economic Stimulus Continued Response – See attached emails from Karl Ohls dated April 14, 2020 and April 24, 2020.

CARES Act Analysis – See the attached memorandum “Congressional Economic Relief Package Information” from Jack Ferguson Associates/North Star Group dated April 14, 2020 that describes the main set of funding inside the CARES Act and includes a list from PoliticoPro detailing the specific aid programs. This is helpful to have as the Congress starts to work on a supplemental CARES Act relief package, to be introduced and debated after the Congress returns from its recess.

AIDEA, Nova Minerals and MSB Proposed MOU – Attached is a copy of the draft Memorandum of Understanding for future Assembly consideration.

Support for Alaska Energy Authority’s Grant from Dept of Energy – See attached letter dated April 20, 2020 in support of Electric Vehicle Charging Network.

Census Update – See attached email from Keisha Lafayette, April 22, 2020.

Attachments:

- Letter from Mayor Halter to Governor Dunleavy re FY2021 Budget, April 14, 2020
- COVID-19 Coronavirus –
 - Letter from Alaska Municipal Management Association re travel restrictions, April 9,2020
 - ICS 213 RR Resource Request to State of Alaska Dept of Health and Social Services requesting Test Kit machines and supplies, April 15, 2020
 - Unemployment Benefit Claims Jump in March, April 17, 2020
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 - Governor Dunleavy’s letters to Rep. Tuck and Sen Bishop, April 21, 2010
 - COVID-19 Response Funding, April 21, 2020
 - Guidance for Relief Dollars for State Territorial Local and Tribal Governments, April 22, 2020
 - Gov. Dunleavy Plans \$300 million for Small Business Aid, but it won’t be quick, Anchorage Daily News, April 27, 2020
- Forestry to suspend all burn permits starting May 1 due to COVID-19, April 7, 2020
- Emails from Karl Ohls, April 15, 2020 and April 24, 2020
- Memo from Jack Ferguson Associates/North Star Group, April 14, 2020
- Non-Binding Memorandum of Understanding with AIDEA, Nova Minerals and MSB
- Letter to Dept of Energy in support of Electric Vehicle Charging Network, April 20, 2020
- Census Update, email from Keisha Lafayette, April 22, 2020

Upcoming Activities:

- Borough Press Conference April 29, 2020 at 11am via Facebook Live:
<https://www.facebook.com/pg/MatSuBorough/videos/> (Available to all; no Facebook account required.)



MATANUSKA-SUSITNA BOROUGH

Office of the Mayor

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-8682 • Fax (907) 861-8669

Vern.Halter@matsugov.us

April 14, 2020

The Honorable Michael J. Dunleavy
Alaska State Capitol, Room 305
PO Box 110001
Juneau, AK 99811-0001

Re: Urgent need to receive State revenue estimates for Mat-Su Borough budget approval in May

Dear Governor Dunleavy,

As a follow-up to my previous letter to you dated April 8, 2020, it needs to be pointed out that in order to approve the Mat-Su Borough's budget, consistent with State statutes, that approval is scheduled for May. This does not provide much time for boroughs to balance their projected budgets to projected revenues. The potential loss of school bond debt program equates to a potential 20% tax rate increase. This would be a significant amount of loss revenues for any governmental entity in one year.

Therefore, being that State funding is a critical factor in balancing the budget, it is strongly encouraged that you and the State Legislature exercise all options which would provide likely state revenue amounts sooner rather than later for incorporation into the annual budget. It is critically important to tax payers to not set tax levy that is either too high or too low. While this letter is intended to alert you to our need for a date when we might expect state revenue projections for the borough, it should not be forgotten that we feel the State should honor its commitment of full funding of the school bond debt program.

Can you provide the date we might receive state revenue estimates for the Mat-Su Borough in anticipation of budget approval in May?

In regards to the national public health issue of COVID-19 Pandemic, I would again like to thank you for the leadership you have shown, specifically through supporting local governments' efforts to respond to this pandemic. While we continue to recognize challenging times ahead, we look forward to a strategy that leads to our economic recovery, at the same time maintaining public safety. If there is anything Mat-Su Borough can do to further assist in this effort just let us know. Feel free to contact me regarding the date we might expect state revenue estimates. We all look forward to a bright future for all Alaskans.

Sincerely,

Vern Halter
Mayor

cc: Assembly
Todd Smoldon
John Harris



ALASKA MUNICIPAL MANAGEMENT ASSOCIATION
One Sealaska Plaza, Suite 200, Juneau, Alaska 99801 (907) 586-1325

April 9, 2020

The Honorable Mike Dunleavy
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99801
Delivered electronically

Governor Mike Dunleavy,

The Alaska Municipal Management Association (AMMA) represents over 70 municipal managers from North Slope to Ketchikan. The public health and economic crisis have forced difficult decisions for local government leaders faced with implementing responses to both with as little negative impact to either. Municipal officials need to be able to meet expectations for the continued health and well-being of their communities. With the summer fast approaching, we know crisis management calls into question not only tourism and recreational activities, but project construction.

Municipal managers have worked for many years to see a project come to fruition, or to support a State-led project, many of which are due to begin in the coming months or are currently in critical stages of construction. However, there is real concern about implementation in the face of travel restrictions and adequate social distancing measures. State and local decisions about quarantine may require some projects to be delayed for now, or at the very least to be implemented with all due care for public health.

As front-line administrators responsible for the health of our community, we appreciate your leadership and action on controlling COVID-19 and limiting exposure to Alaskans. Industries across the state are struggling with how to adapt, and we are looking to you for guidance on how to keep important construction projects either progressing, or in the queue for the next construction season. In particular, we have the following items we would like to bring to your attention:

- 1) If State projects are delayed due to local or State travel restrictions, or other COVID-19 related delays, can there be an organized way to shift the calendar by one construction season? How can we ensure that projects are able to be addressed as soon as the next construction cycle allows?
- 2) Municipalities have their own capital projects in the works, some of which are critical. We appreciate the exception for essential infrastructure in Attachment A of Mandate 10 but **ask that you give local municipalities the authority to review and approve these plans for compliance.** This may help avoid unnecessary delays, assist with local enforcement and allow us to address

resident concerns.

- 3) Many projects in Alaska municipalities are grant or loan funded through the State of Alaska. We ask that you direct your departments to work with grantees on extending those deadlines or identifying where they are unable in order to prioritize projects.
- 4) Similar to grants, there are a number of permits for projects that require extensive and costly application processes. We would ask for an extension on any current permit to avoid costly delays.

AMMA hosts weekly teleconferences with our members and we invite your Administration to join us to discuss these questions we hope to have addressed soon.

Thank you again for your strong leadership throughout this crisis. We appreciate the ability to work with you in protecting Alaskans and are thankful for the opportunity to bring to the attention of your administration these construction and project related issues.

Sincerely,

Katie Koester
President, Alaska Municipal Manager's Association

Cc: Commissioner MacKinnon, Department of Transportation and Public Facilities
Commissioner Anderson, Department of Commerce, Community and Economic Development
Commissioner Michael Johnson, Dept. of Education and Early Development
Commissioner Jason Brune, Department of Environmental Conservation
Nils Andreassen, Alaska Municipal League

ICS 213 RR - Resource Request

Requisition Number: 25

Incident Name: MSB COVID - 19

Requisition Status: Ready For Ordering

Qty	Resource Kind	Urgent	Description	Delivery Area and Date	Assigned Area	Order No.	Res ID	Desc. and Supplier	Qty	ETA	Rental/Price
2000 each	Miscellaneous: Medical Supplies	No	Covid 19 test kit swabs	Staging Area 5/1/2020 12:00	Incident Location						<input checked="" type="checkbox"/>
2000 each	Miscellaneous: Medical Supplies	No	Covid 19 test kit containers	Staging Area 5/1/2020 12:00	Incident Location						<input checked="" type="checkbox"/>
2000 each	Miscellaneous: Medical Supplies	No	Covid 19 test kit transport media	Staging Area 5/1/2020 12:00	Incident Location						<input checked="" type="checkbox"/>

Requestor

Suggested source(s) of supply

State of Alaska Department of Health and Social Services/ SEOC

General Purpose / Description

To increase the testing capability for the general public

Plans

RESL - check box (a) if request is for tactical or personnel resources. Then note availability in box b or c.

- a.
- b. Resources available as noted in Logistics Notes
- c. Resources not available

Internal Reference #

Supplier Info

Notes

Order placed by

Logistics Signature

Date

Logistics

- Supply Unit Leader
- Procurement

Eric Mohrmann

4/15/2020

Finance

Notes

Finance Signature

Date

ICS 213 RR - Resource Request

ICS 213 RR - Resource Request

Requisition Number: 26

Incident Name: MSB COVID - 19

Requisition Status: Ready For Ordering

Qty	Resource Kind	Urgent	Description	Delivery Area and Date	Assigned Area	Order No.	Res ID	Desc. and Supplier	Qty	ETA	Rental/Price
28 each	Miscellaneous: Medical Supplies	No	ID-Now Abbott rapid Covid 19 assay machine	Staging Area 5/1/2020 12:00	Incident Location						<input checked="" type="checkbox"/>
96 each	Miscellaneous: Medical Supplies	No	96 test kits per Abbott rapid Covid-19 assay	Staging Area 5/1/2020 12:00	Incident Location						<input checked="" type="checkbox"/>

Suggested source(s) of supply

State of Alaska Department of Health and Social Services / SEOC

General Purpose / Description

To increase the amount of testing of potential Covid-19 exposed persons in the MatSu Borough.

Plans

RESL - check box (a) if request is for tactical or personnel resources. Then note availability in box b or c.
 a.
 b. Resources available as noted in Logistics Notes
 c. Resources not available

Requested By
Eric Mohrmann
4/15/2020

Logistics

Supplier Info
Eric Mohrmann
4/15/2020

Notes
 Supply Unit Leader
 Procurement

Approval
RESL Review
Eric Mohrmann
4/15/2020

Finance

Notes

Requested By
Eric Mohrmann
4/15/2020

ICS 213 RR - Resource Request



Alaska Department of Labor and Workforce Development
OFFICE OF THE COMMISSIONER

DOLWD / Newsroom / Unemployment benefit claims jump in March

Unemployment benefit claims jump in March

April 17, 2020
No. 20-11

JUNEAU, Alaska — More than 32,000 people filed an initial claim for unemployment insurance benefits in March (32,128), a 637 percent increase over the 4,359 who filed in March 2019, as Alaska businesses closed or reduced their services to slow the spread of COVID-19.

The biggest increase in initial claims came during the second half of March, as the first attached chart shows. Most of those claims will result in benefit payments, but that usually takes about two weeks.

The number who received unemployment benefits for at least one week in March was 14,239, an increase of 33 percent over March 2019. The number receiving benefits will spike in April as the large wave of initial claims from March is processed.

Claimant numbers by industry show some were hit quickly by the shutdown. (See the second chart in the attachment.) The biggest jump came from accommodation and food services, with 2,689 receiving benefits — up from 884 in March 2019 — as hotels and restaurants closed or limited service.

The next biggest increase was in health care and social assistance due to a dramatic reduction in nonemergency medical visits and procedures. Two other categories with large increases were transportation and warehousing and trade, a category that covers retail and wholesale trade.

Across the state, the largest claimant increases from last March were in Anchorage, followed by the Matanuska-Susitna and Kenai Peninsula boroughs. (See the third chart.) It's not yet clear why some parts of the state didn't show a rise in claimants from last March, but that is certain to change when April numbers become available next month.

Similarly, the shutdown's initial effects on Alaska's job numbers and unemployment rate won't be clear until April's data come out next month. Alaska's job count in March was up 0.4 percent from March 2019, an increase of 1,400. The state's seasonally adjusted unemployment rate fell two-tenths of a percentage point, to 5.6 percent, and the comparable U.S rate increased from 3.5 percent to 4.4 percent.

[View claims data tables and charts \(PDF\)](#)

For employment and unemployment rate data, see the [labor force data home page](#).

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Department of Labor & Workforce Development
Office of the Commissioner

P.O. Box 111149

Juneau, AK 99811

550 W. 7th Ave., Suite 1930

Anchorage, AK 99501-3557

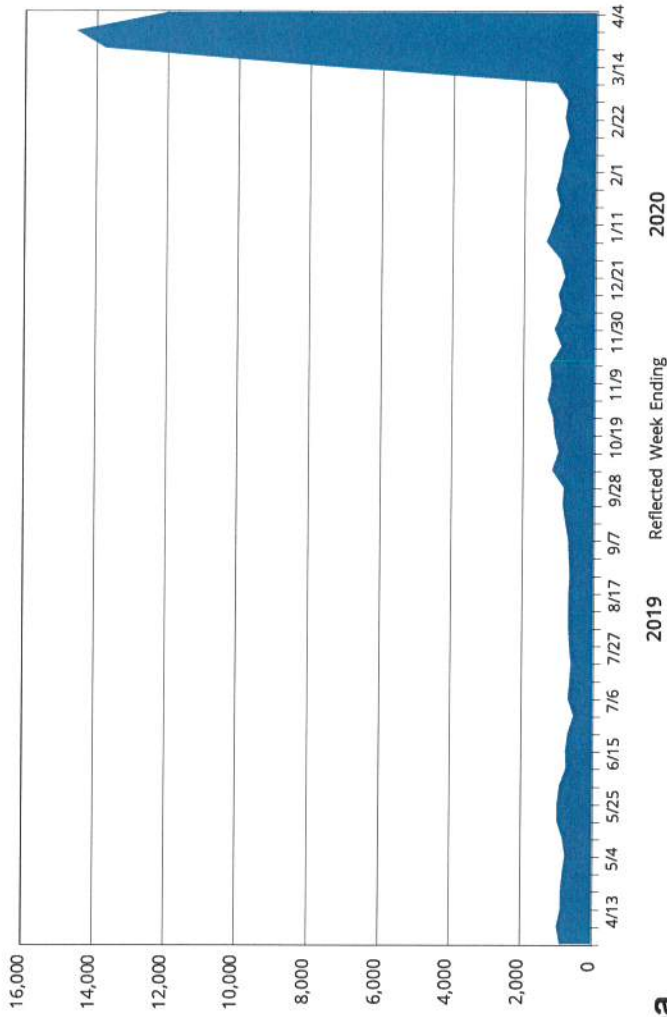
Phone: (907) 269-7485

email: Commissioner.Labor@alaska.gov

Total Initial Filings For Unemployment Insurance Benefits, by Week

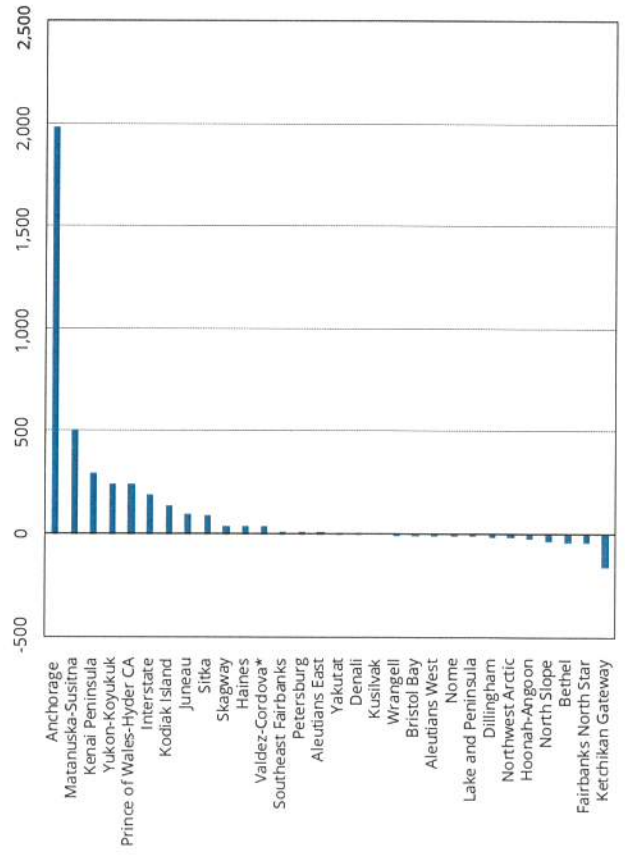
March 30, 2019 to April 4, 2020

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section



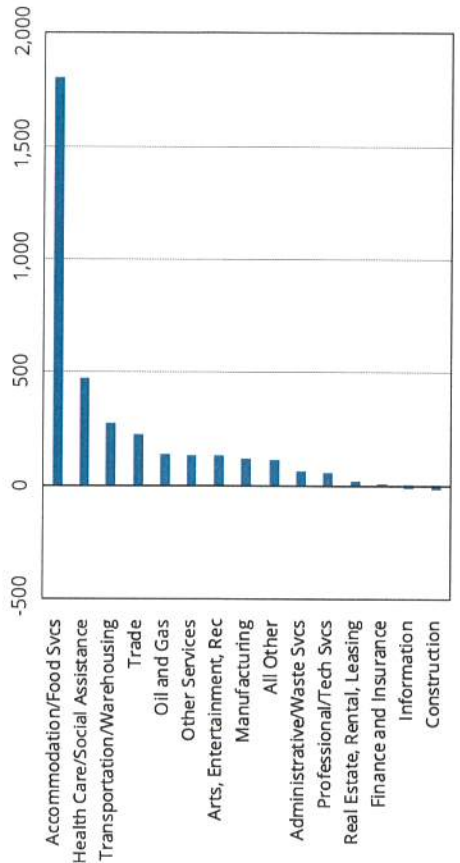
Claimant Increase By Borough/Census Area

March 2019 to March 2020



Increase In Claimants By Industry

March 2019 to March 2020



Mike Dunleavy
Governor

www.Gov.Alaska.Gov



Office of the
Governor

Juneau, Alaska

STATE OF ALASKA

PRESS RELEASE

For Immediate Release
20-066

Governor Unveils Path to Reopening Alaskan Economy

April 21, 2020 (Anchorage, AK) – Alaska Governor Mike Dunleavy today unveiled Phase One of the State’s approach to reopening segments of the Alaskan economy.

Beginning Friday, April 24, 2020, the following businesses and industries may reopen, following rigorous health and safety standards:

- Restaurants – limited dine-in services
- Retail Stores – limited in-store shopping
- Personal Services Businesses (ie. barbers, nail salons, hairdressers) – limited services
- Non-Essential Businesses (ie. professional business services) – limited services

“Through the public’s outstanding efforts to social distance and adhere to the health mandates set in place, we have witnessed a slow in the spread of COVID-19, effectively protecting the health of our families and loved ones. Compliance with the health mandates came with an economic slowdown and it is time to take a multi-phased approach to reopening our economy. Alaska’s many local businesses and industries are vital to the economic health of the state, and I am pleased that our efforts to protect the health and well-being of Alaskans are showing statistics that allow us to reopen business,” **said Governor Mike Dunleavy.** “Many Alaskans may be able to return to work and participating in activities they enjoy. We will provide further guidance on what this looks like in the coming days and will closely monitor this reopening to determine further actions.”

Additional guidance will be available on April 22, 2020.

COVID-19 Health Mandates 10, 11, 12

Governor Dunleavy, with the Alaska Department of Health and Social Services (DHSS), additionally announced the extension of the following COVID-19 Health Mandates:

- Health Mandate 10, International and Intrastate Travel – extended until May 19 (evaluated weekly)

- Health Mandate 11, Social Distancing – extended until rescinded
- Health Mandate 12, Intrastate Travel – extended until rescinded

CARES Act Funding

Governor Dunleavy announced the receipt of the \$1.25 billion funding from the Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, and his plan for the distribution of funds. The Governor is submitting his plan and associated documents to the Alaska State Legislative Budget and Audit Committee.

“I look forward to putting this federal appropriation to work for Alaskan communities, businesses, and non-profits, as well as augmenting the Alaska Department of Health and Social Services ability to respond as the situation unfolds,” **said Governor Dunleavy**. “We’re hopeful that through this process we can help offset what this virus has done to Alaska and we fully trust our communities to meet the needs of their residents. Our goal is to get these distributions out sooner rather than later to the municipalities and different entities of Alaska who need help right now.”

- [Letter from Governor to LB&A Committee Chairs](#)
- [CARES Act Community Distribution](#)
- [CARES Act Funding Summary Sheet](#)
- [Letter from OMB to LB&A Committee Chair](#)

The Governor’s COVID-19 Health Mandates can be [found here](#).
For the latest information on Alaska’s response to COVID-19, please visit <https://covid19.alaska.gov/>

###

Media Contact: Jeff Turner, jeff.turner@alaska.gov (907) 310-4961

From: Karl Ohls <kohls@northstargrp.com>

Sent: Tuesday, April 21, 2020 10:25 AM

To: John Moosey <John.Moosey@matsugov.us>; Nicholas Spiropoulos <Nicholas.Spiropoulos@matsugov.us>; George Hays <George.Hays@matsugov.us>

Subject: Federal Coronavirus Aid Update

John, Nick, and George,

Please see below for updates on the federal response to the coronavirus pandemic. In the first item from the Eyes on Washington newsletter, details are provided about a proposed aid package that will target state and local governments and expand eligibility. The second item discusses a developing compromise on the passage of an immediate aid extension package.

Two stories from Roll Call provide more details about the aid extension package. Today's story confirms that a compromise was reached and that the legislation will be voted on this week. The earlier Roll Call story fills out and repeats some of the details.

Karl

From 'Eyes on Washington,' April 20, 2020:

Bipartisan Senate Proposal: \$500 Billion for State and Local Government Rescue

- Democratic Sen. Bob Menendez (D-N.J.) and his Republican colleague Sen. Bill Cassidy (R-La.) on April 19, 2020, proposed a \$500 billion stabilization fund for state and local governments to use in response to the coronavirus (COVID-19) outbreak and economic crisis. The senators plan to formally introduce the legislation when the Senate reconvenes.
- The **State and Municipal Aid for Recovery and Transition (SMART) Fund** would build upon the existing \$150 billion set aside in the **Coronavirus Aid, Relief, and Economic Security (CARES) Act** to help state and local governments. The money would be divided into three tranches and distributed according to formulas that reflect population, infection rates and revenue loss.
- The fund expands eligibility to include counties and towns with populations of 50,000 or greater — the current threshold is 500,000 — ensures every eligible entity receives additional funding, increases flexibility for states and local governments to use the funds to plug revenue losses because of the COVID-19 outbreak, and targets additional funding toward coronavirus hot zones to combat the pandemic head-on.
- The proposal is in line with requests made by the National Governors Association (NGA) to establish much larger stabilization funds for states, as additional aid as tax revenues plummet and demands for resources skyrocket. Maryland Gov. Larry Hogan (R), the NGA's chairman, and New York Gov. Andrew Cuomo (D), its vice chairman, said on April 11, 2020, that without at least \$500 billion, states would have to curtail essential services.
- House Democrats want additional aid for states and municipalities in the interim aid package, but U.S. Department of the Treasury Secretary Steven Mnuchin said on April 19, 2020, that is not currently part of the deal being negotiated for quick approval in Congress.

Congress, Trump Administration Close to Deal on New Aid Package

- Treasury Department Secretary Steven Mnuchin and House Speaker Nancy Pelosi (D-Calif.) on April 19, 2020, said that the two sides were close to a deal as large as \$500 billion to fund the

Paycheck Protection Program (PPP), the tapped-out the U.S. Small Business Administration (SBA) aid program, as well as money for coronavirus testing and overwhelmed hospitals. The pair said that various details remained to be worked out and the entire package still has to be translated into text for legislation.

- The **PPP** ran through its entire \$349 billion in funding last week. Discussions are focused on adding an additional \$310 billion to the program designed to help small businesses keep workers on their payrolls as much of the country remains under stay-at-home orders. A separate **Economic Injury Disaster Loan program (EIDL)** that provides financing and advances as grants of as much as \$10,000 for businesses, would get an additional \$50 billion to \$60 billion. Both of these measures have wide bipartisan support.
- Republicans last week had pushed to pass a bill that included only an additional \$250 billion for the loans program, while Democrats wanted to attach funding for hospitals and state and local governments, as well as requirements that a certain percentage of the loans be used for minority-, women- or veteran-owned businesses. Attempts to pass both Republican and Democratic versions of the bill by unanimous consent failed last week.
- Senate Minority Leader Chuck Schumer (D-N.Y.) said this weekend that the new deal will include \$75 billion of the \$100 billion that Democrats demanded for hospitals, with a significant portion aimed at rural hospitals, and \$25 billion for virus testing. Secretary Mnuchin said there will not be funding for state and local government in this measure, but Sen. Schumer said Democrats will continue to push for local and state funding to be included in the agreement.

White House, Congress seal deal on new coronavirus aid bill

'Interim' spending package likely headed to Senate floor Tuesday; House to take up measure as early as Thursday

By Jennifer Shutt and Paul M. Krawzak / Roll Call / Posted April 21, 2020 at 1:37pm

Top Democrats and the Trump administration reached agreement Tuesday on a \$482 billion aid package that would replenish a popular small-business loan program and provide funding for hospitals facing financial shortfalls due to COVID-19.

The agreement is expected to pass the Senate by unanimous consent during an afternoon session with the House on track to follow Thursday, though lawmakers in that chamber need to return to Washington for a recorded vote.

President Donald Trump tweeted support for the measure in advance of the legislation's initial release and said he would sign it. He said additional items left out of the latest bill, like more funding for states and localities, could be included in the next round of aid.

Top Democrats are calling the small-business and health care package moving through Congress this week an "interim" measure to serve as a bridge to a larger bill that could be considered next month. The next bill could include another round of direct payments to households as well as an extension of new jobless benefits provided in the \$2 trillion aid package enacted last month.

'Interim' bill details

The emerging legislation set for Senate floor action Tuesday will include \$310 billion to restart the **Small Business Administration's so-called Paycheck Protection Plan**, which ran out of money late last week amid higher-than-expected demand for the forgivable loans designed to keep

workers on the payroll while businesses are closed due to the pandemic. An extra \$10 billion is included for administrative costs, such as fees paid to lenders participating in the program, according to sources familiar with the plan who weren't authorized to speak publicly.

A total of \$60 billion of the **PPP** funding would be set aside specifically for smaller lenders and those serving communities where relationships with more established financial institutions that dominate the SBA program are scarce. That pot of money for "underbanked" communities will be divided in half between lenders with less than \$10 billion in assets and those with between \$10 and \$50 billion in assets.

The new loan program funds could run out nearly as fast as the previously approved funding, which lasted about 14 days. That will likely put a timer on Congress' efforts to negotiate a larger, more sweeping aid package that Republicans, Democrats and the Trump administration all agree is needed.

"The first [round] went like hotcakes. So the second one could go like hotcakes too," National Economic Council Director Larry Kudlow said Monday of the PPP funding.

This bill would provide \$50 billion more for **emergency disaster loans**, another popular program that businesses are using to try to stay financially solvent as they remain closed to reduce the spread of the virus. There will also be \$10 billion for grants of up to \$10,000 each that disaster loan recipients can obtain, and \$2.1 billion for the administrative costs of running that program.

Hospitals and other health care facilities will receive \$75 billion to help treat patients with the virus and address funding shortfalls they are facing as a result of the pandemic. The number represents a compromise between Democrats, who pushed for \$100 billion, and Republicans, who wanted to wait until a later package to provide any funding on top of the \$100 billion in the roughly \$2 trillion package Congress approved last month. The money will go into the **Department of Health and Human Services' Public Health Social Services Emergency Fund**.

Lawmakers included \$25 billion for more **COVID-19 tests** as well as a **national testing strategy**, something Democrats and governors have been urging so state officials can begin to think about reopening their economies once cases begin to subside. The testing funds will be divided between the federal government, and state and local governments, according to House Majority Leader Steny H. Hoyer.

The White House on Monday threw its support behind additional funding for states to conduct **contact tracing**, a process where health officials can track who a patient has interacted with so they can enter quarantine and get tested.

Governors come up short

Governors and city and county officials wanted the bill to include funding to help address budget shortfalls they face as tax revenues drop off a cliff and spending increases sharply.

There's no additional direct aid in the latest package, although the White House made a commitment that states could use the \$150 billion provided in the previous aid bill to help address lost revenues, according to Senate Minority Leader Charles E. Schumer, D-N.Y.

"We have said with one voice, you want the governors to do the job, we need you to provide funding for state governments," New York Gov. Andrew Cuomo said Monday. Without sufficient funding from the federal government, Cuomo said, New York would have to cut aid to schools, local governments and hospitals by 20 percent each. "This is the worst time to do this," Cuomo said.

The bill also doesn't include additional food aid. Democrats originally requested this "interim" bill include a 15 percent increase to the maximum monthly benefit received by people on the Supplemental Nutrition Assistance Program. Republicans were opposed.

Coronavirus aid deal to pass Senate Tuesday, Schumer says

Top Senate Democrat says a deal has been reached; legislation still being fine-tuned

By Doug Sword / Roll Call / Posted April 21, 2020

Democrats and the White House "came to an agreement on just about every issue" during late-night negotiations, Senate Minority Leader Charles E. Schumer said Tuesday morning, predicting that the Senate would pass the measure later in the day.

"I think we will be able to pass this today," Schumer said on CNN. The nearly \$500 billion coronavirus relief package features an injection of funds into a new and heavily oversubscribed small-business loan fund that ran out of cash last week, as well as funding for hospitals and a national COVID-19 testing program.

Schumer said the new small-business loan funds would include money set aside for the "unbanked," which he described as largely minority- and women-owned businesses and rural businesses that don't have strong relationships with traditional lenders.

Rep. G.K. Butterfield, D-N.C., who presided over the House for a brief pro forma session Tuesday morning, said \$60 billion would be included for community banks and credit unions focusing on underserved communities. Butterfield confirmed rough numbers that have been floating around for the past few days, describing a package totaling around \$460 billion.

Of that figure \$360 billion would be for small-business relief, with most going to the so-called Paycheck Protection Program, which forgives loans for up to two months' eligible expenses. Within that total \$50 billion is for a separate Small Business Administration disaster loan program that provides money directly to eligible firms. Another \$100 billion would go towards health care expenses, including \$75 billion for hospitals and other providers. The remaining \$25 billion would be used to establish a COVID-19 testing program, Butterfield said.

Speaking to reporters later on Tuesday morning, House Majority Leader Steny H. Hoyer said the funding to expand testing capacity would be divided evenly between federal agencies and state and local governments.

While there wouldn't be a new injection of direct aid to state and local governments, Schumer said the emerging legislation would include language to allow more flexibility for an earlier funding round. The \$2 trillion package enacted last month contained \$150 billion in state and local aid, but with a stipulation that the money could only use used to cover specific coronavirus-related expenses. Schumer said the new package would let states and localities dip into those earlier funds to cover budget shortfalls. "We did get a commitment from the White House that they would be able to use those funds for lost revenues," he said.

Hoyer said he wasn't sure yet whether a fix for District of Columbia funding would be included, but that he'd been strongly advocating for it. The earlier \$150 billion funding round treated the District as a territory, with a smaller slice of the money than states with lower populations such as Wyoming.

The tentative agreement was reached in negotiations between Schumer, Speaker Nancy Pelosi, White House Chief of Staff Mark Meadows and Treasury Secretary Steven Mnuchin. The latter two were in contact with President Donald Trump and Senate Majority Leader Mitch McConnell on the details, Schumer said.

“Staff was up all night writing,” Schumer said. “There’s still i’s to dot and t’s to cross, but we have a deal,” said Schumer, adding that he expects the measure would come to a vote in the Senate during a 4 p.m. pro forma session Tuesday.

Hoyer said late Monday that the earliest that chamber would vote on the package is Thursday. Democratic leaders plan to call members back to Washington for a recorded vote due to likely objections to passing the measure by unanimous consent.

Karl A. Ohls

Senior Policy Advisor

North Star Group

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202-544-6355 DC office

WWW.NORTHSTARGRP.COM - [Click here for more on the North Star Group Network](#)

STATE CAPITOL
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907-465-3500



550 West Seventh Avenue, Suite 1700
Anchorage, AK 99501
907-269-7450

Governor Michael J. Dunleavy
STATE OF ALASKA

April 21, 2020

The Honorable Chris Tuck
Chair, Legislative Budget and Audit Committee
Alaska State Legislature
State Capitol Room 24
Juneau, AK 99801

The Honorable Click Bishop
Vice Chair, Legislative Budget and Audit Committee
Alaska State Legislature
State Capitol Room 121
Juneau, AK 99801

VIA EMAIL: Representative.Chris.Tuck@akleg.gov Senator.Click.Bishop@akleg.gov
Re: CARES Act RPL Request

Dear Representative Tuck and Senator Bishop:

Attached is a package of important federal funding opportunities made available to our state as a result of new federal funds that have come to the State of Alaska through the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) (H.R. 748, P.L. 116-136) recently passed by Congress. I am sure you share my strong interest in ensuring that these federal funds are quickly put to work to help Alaskans and their communities recover from the unprecedented public health and economic conditions placed on our state as a result of the COVID-19 emergency.

Pursuant to the provisions of the Executive Budget Act granting this Committee the authority to review increases in federal or other program receipts, AS 37.07.080(h) and the similar authority in the FY20 and FY21 budget bills, I am presenting to the Committee a number of revised program legislative (RPL) requests that would distribute \$1,105.5 million dollars of federal CARES Act money for many critical purposes including education, transportation, fisheries, municipal, and small business relief.

Because of the unprecedented nature of the COVID-19 emergency and its impact on Alaskans personal and economic health and welfare, I request that the 45-day waiting period under AS 37.07.080 be expedited and that you take prompt action on this request so that approval of this package of federal funding opportunities can be obtained by April 29, 2020 and distributions can take place on May 1, 2020.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Dunleavy".

Mike Dunleavy
Governor

Attachment



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Office of the Governor

OFFICE OF MANAGEMENT AND BUDGET
Neil Steininger, Director

Court Plaza Building
240 Main Street, Suite 801
Juneau, Alaska 99811-0020
Main: 907.465.4660
Fax: 907.465.2090

April 21, 2020

The Honorable Chris Tuck
Chairman, Legislative Budget and Audit Committee
1500 W. Benson Blvd.
Anchorage AK, 99503

Dear Representative Tuck:

On March 27, 2020, Congress passed the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). This act included numerous federal funding opportunities for the State of Alaska for response and mitigation of the COVID-19 public health crisis. The following revised program legislative (RPL) package will provide support to communities, non-profits, businesses, and individuals throughout the state. Given the urgent timing of this response, I am requesting your approval of these items by April 29, 2020 so that distributions can begin on May 1, 2020.

RPL#	Agency	Subject	Amount	Fund Source
08-2020-0250	Commerce, Community, and Economic Development	Direct Municipal Relief	\$562,500,000	Federal Receipts (1002) Multi-Year Operating
08-2020-0251	Commerce, Community, and Economic Development	Small Business Relief	\$300,000,000	Federal Receipts (1002) Multi-Year Operating
05-2020-0074	Department of Education and Early Development	U.S. Department of Education CARES Act	\$48,000,000	Federal Receipts (1002) Multi-Year Operating
05-2020-0075	Department of Education and Early Development	U.S. Department of Agriculture FFCRA and CARES Act	\$5,000,000	Federal Receipts (1002) Multi-Year Operating
05-2020-0076	Department of Education and Early Development	National Endowment for the Arts CARES Act	\$421,500	Federal Receipts (1002) Multi-Year Operating
08-2020-0054	Commerce, Community, and	COVID – 19 Economic	\$100,000,000	Federal Receipts (1002) Multi-Year Operating

RPL#	Agency	Subject	Amount	Fund Source
	Economic Development	Stimulus for Alaskan Fisheries		
12-2020-4049	Department of Public Safety	USDOJ Byrne-JAG CARES Act	\$3,585,351	Federal Receipts (1002) Multi-Year Operating
25-2020-8766	Department of Transportation and Public Facilities	FY2020 COVID-19 Federal Transit Administration 5311 Grants	\$29,000,000	Federal Receipts (1002) Capital
25-2020-8771	Department of Transportation and Public Facilities	Statewide Aviation & Rural Airport System CARES FAA Funding	\$49,000,000	Federal Receipts (1002) Multi-Year Operating
25-2020-8772	Department of Transportation and Public Facilities	MSCVC & Whittier Access and Tunnel 5001(d) CARES Funding	\$3,034,100	Federal Receipts (1002) Multi-Year Operating
45-2020-0002	University of Alaska	Coronavirus Aid, Relief and Economic Security (CARES) Act Federal Funding Opportunities	\$5,000,000	Federal Receipts (1002) Multi-Year Operating

In addition to the attached RPL packet, please find a summary document detailing budget items related to the CARES act that both require additional receipt authority and those where adequate authority is already present in the respective department's budget.

Sincerely,



Neil Steininger
Director

Enclosures: 1. Cares Act Funding Summary Sheet
2. RPL Documents

cc: Suzanne Cunningham, Director, Governor's Legislative Office
Pat Pitney, Director, Legislative Finance Division

Department of Commerce, Community, and Economic Development
Division of Community and Regional Affairs
Division of Community and Regional Affairs

Subject of RPL: State of Alaska COVID-19 Community Distribution	ADN/RPL #: 08-2020-0250
Amount requested: \$ 562,500,000.00	Appropriation Authority: Sec. 1 Ch 1 FSSLA 2019 Pg 5 Ln 28 (Community and Regional Affairs) Sec 1 Ch 8 SLA 2020 Pg 4 Ln 30 (Community and Regional Affairs)
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: AS 29.60.850 - 29.60.879, AS 37.05.315

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

On March 27, 2020, Congress passed the federal act known as the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). Section 601 of this Act established the Coronavirus Relief Fund with the stated purpose of distributing \$150,000,000,000 to states for, “necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19)”.

Alaska will receive \$1,250,000,000 from this fund and will direct \$562,500,000 to communities for mitigation and recovery efforts. This equates to 45 percent of the funding received by the State of Alaska, pursuant to the provision in the CARES Act §601.

Funds will be distributed using established distribution methods and metrics to communities that qualified for the Community Assistance Program (CAP) for FY2020. The distribution is based on the CAP formula and adjusted for other anticipated impacts due to the COVID-19 public health pandemic. Beginning June 1, 2020, municipalities shall electronically submit, on the first day of each month, a report to the Office of Management and Budget (OMB) that lists the expenditures used to cope with the COVID-19 public health emergency.

PREVIOUS LEGISLATIVE CONSIDERATION

The Legislature has not considered a federal appropriation for contingency items. There are no previous RPLs for this activity.

TIMING ISSUES

The CARES Act was passed by Congress and signed into law on March 27, 2020. The Alaska State Legislature recessed on March 29, 2020. Given the timing of the CARES Act and passage of the FY21 Budget, the Governor’s Office did not have enough information to request an appropriation during the current legislative process.

Communities in Alaska are in need of immediate response funds. The Administration requests that the legislature respond to this RPL no later than April 29, 2020 so that distribution to local governments can begin on May 1, 2020.

Agency Contact: Micaela Fowler, Administrative Services Director, 907-465-2506

Distribution of Funds by Community

Municipality or Community	Column A	Column B1	Column A + B1	Column B-2	Column B-3	Column C
	Total CAP*	Direct Cost Distribution #1	Initial Distribution of CAP and Direct Costs May 1, 2020	July 1, 2020 Direct Cost Distribution #2	October 1, 2020 Direct Cost Distribution #3	Total Community Assistance Plus COVID Relief
Homer	\$ 1,839,023	\$ 2,015,663	\$ 3,854,686	\$ 2,015,663	\$ 2,015,663	\$ 7,886,013
Hoonah	\$ 330,707	\$ 459,297	\$ 790,004	\$ 459,297	\$ 459,297	\$ 1,708,598
Hooper Bay	\$ 479,140	\$ 104,211	\$ 583,351	\$ 104,211	\$ 104,211	\$ 791,773
Houston	\$ 755,589	\$ 124,886	\$ 880,475	\$ 124,886	\$ 124,886	\$ 1,130,246
Hughes	\$ 108,705	\$ -	\$ 108,705	\$ -	\$ -	\$ 108,705
Huslia	\$ 175,468	\$ -	\$ 175,468	\$ -	\$ -	\$ 175,468
Hydaburg	\$ 203,988	\$ 12,289	\$ 216,277	\$ 12,289	\$ 12,289	\$ 240,854
Hyder	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Juneau	\$ 10,825,937	\$ 14,128,335	\$ 24,954,272	\$ 14,128,335	\$ 14,128,335	\$ 53,210,942
Kachemak	\$ 240,610	\$ -	\$ 240,610	\$ -	\$ -	\$ 240,610
Kake	\$ 269,778	\$ 49,234	\$ 319,012	\$ 49,234	\$ 49,234	\$ 417,479
Kaktovik	\$ 154,726	\$ -	\$ 154,726	\$ -	\$ -	\$ 154,726
Kaltag	\$ 129,771	\$ -	\$ 129,771	\$ -	\$ -	\$ 129,771
Kasaan	\$ 101,251	\$ -	\$ 101,251	\$ -	\$ -	\$ 101,251
Kasigluk	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Kenai	\$ 2,343,307	\$ 1,780,238	\$ 4,123,546	\$ 1,780,238	\$ 1,780,238	\$ 7,684,022
Kenai Peninsula Borough	\$ 13,167,154	\$ 8,066,367	\$ 21,233,521	\$ 8,066,367	\$ 8,066,367	\$ 37,366,255
Kenny Lake	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Ketchikan	\$ 2,718,604	\$ 3,181,152	\$ 5,899,756	\$ 3,181,152	\$ 3,181,152	\$ 12,262,060
Ketchikan Gateway Borough	\$ 2,006,335	\$ 2,794,000	\$ 4,800,335	\$ 2,794,000	\$ 2,794,000	\$ 10,388,334
Kiana	\$ 211,442	\$ 6,265	\$ 217,707	\$ 6,265	\$ 6,265	\$ 230,236
King Cove	\$ 373,163	\$ 523,538	\$ 896,701	\$ 523,538	\$ 523,538	\$ 1,943,778
Kipnuk	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Kivalina	\$ 218,248	\$ 10,360	\$ 228,608	\$ 10,360	\$ 10,360	\$ 249,327
Klawock	\$ 326,818	\$ 194,894	\$ 521,712	\$ 194,894	\$ 194,894	\$ 911,499
Klawock Lake	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Klukwan	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Kobuk	\$ 121,669	\$ 2,247	\$ 123,916	\$ 2,247	\$ 2,247	\$ 128,410
Kodiak	\$ 2,000,744	\$ 3,323,963	\$ 5,324,706	\$ 3,323,963	\$ 3,323,963	\$ 11,972,631
Kodiak Island Borough	\$ 2,426,588	\$ 477,804	\$ 2,904,392	\$ 477,804	\$ 477,804	\$ 3,860,000
Koliganek	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Kongiganak	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Kotlik	\$ 287,279	\$ 38,230	\$ 325,509	\$ 38,230	\$ 38,230	\$ 401,968
Kotzebue	\$ 1,086,486	\$ 695,207	\$ 1,781,692	\$ 695,207	\$ 695,207	\$ 3,172,105
Koyuk	\$ 188,432	\$ 9,995	\$ 198,427	\$ 9,995	\$ 9,995	\$ 218,417
Kupreanof	\$ 83,750	\$ -	\$ 83,750	\$ -	\$ -	\$ 83,750
Kwethluk	\$ 340,430	\$ 26,768	\$ 367,198	\$ 26,768	\$ 26,768	\$ 420,735
Kwigillingok	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Lake & Peninsula Borough	\$ 747,718	\$ 499,261	\$ 1,246,979	\$ 499,261	\$ 499,261	\$ 2,245,500
Larsen Bay	\$ 100,927	\$ 13,106	\$ 114,033	\$ 13,106	\$ 13,106	\$ 140,244
Lower Kalskag	\$ 164,125	\$ -	\$ 164,125	\$ -	\$ -	\$ 164,125

Distribution of Funds by Community

Municipality or Community	Column A	Column B1	Column A + B1 May 1, 2020	Column B-2	Column B-3	Column C
	Total CAP*	Direct Cost Distribution #1	Initial Distribution of CAP and Direct Costs	July 1, 2020 Direct Cost Distribution #2	October 1, 2020 Direct Cost Distribution #3	Total Community Assistance Plus COVID Relief
Manley Hot Springs	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Manokotak	\$ 239,638	\$ 25,986	\$ 265,624	\$ 25,986	\$ 25,986	\$ 317,596
Marshall	\$ 216,627	\$ 23,879	\$ 240,506	\$ 23,879	\$ 23,879	\$ 288,263
Matanuska-Susitna Borough	\$ 29,304,752	\$ 2,838,294	\$ 32,143,046	\$ 2,838,294	\$ 2,838,294	\$ 37,819,634
McCarthy	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
McGrath	\$ 175,468	\$ 2,714	\$ 178,182	\$ 2,714	\$ 2,714	\$ 183,611
Mekoryuk	\$ 147,272	\$ 11,167	\$ 158,439	\$ 11,167	\$ 11,167	\$ 180,772
Mentasta	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Metlakatla	\$ 528,078	\$ -	\$ 528,078	\$ -	\$ -	\$ 528,078
Minto	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Mountain Village	\$ 335,569	\$ 38,644	\$ 374,212	\$ 38,644	\$ 38,644	\$ 451,500
Municipality of Skagway	\$ 668,399	\$ 2,268,007	\$ 2,936,406	\$ 2,268,007	\$ 2,268,007	\$ 7,472,419
Napakiaik	\$ 186,487	\$ 18,785	\$ 205,272	\$ 18,785	\$ 18,785	\$ 242,843
Napaskiak	\$ 215,331	\$ 4,820	\$ 220,151	\$ 4,820	\$ 4,820	\$ 229,792
Naukati Bay	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Nelchina/Mendeltna	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Nenana	\$ 192,645	\$ 23,570	\$ 216,214	\$ 23,570	\$ 23,570	\$ 263,353
New Stuyahok	\$ 235,749	\$ -	\$ 235,749	\$ -	\$ -	\$ 235,749
Newhalen	\$ 144,355	\$ -	\$ 144,355	\$ -	\$ -	\$ 144,355
Newtok	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Nightmute	\$ 172,551	\$ 192	\$ 172,743	\$ 192	\$ 192	\$ 173,127
Nikolai	\$ 104,492	\$ -	\$ 104,492	\$ -	\$ -	\$ 104,492
Nome	\$ 1,261,818	\$ 1,469,486	\$ 2,731,305	\$ 1,469,486	\$ 1,469,486	\$ 5,670,277
Nondalton	\$ 116,808	\$ 68	\$ 116,876	\$ 68	\$ 68	\$ 117,012
Noorvik	\$ 278,853	\$ 29,011	\$ 307,863	\$ 29,011	\$ 29,011	\$ 365,885
North Pole	\$ 755,914	\$ 1,101,007	\$ 1,856,920	\$ 1,101,007	\$ 1,101,007	\$ 4,058,934
North Slope Borough	\$ 1,235,973	\$ -	\$ 1,235,973	\$ -	\$ -	\$ 1,235,973
Northway	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Northwest Arctic Borough	\$ 623,351	\$ 192,917	\$ 816,267	\$ 192,917	\$ 192,917	\$ 1,202,100
Nulato	\$ 141,763	\$ -	\$ 141,763	\$ -	\$ -	\$ 141,763
Nuiqsut	\$ -	\$ 52,086	\$ 52,086	\$ 52,086	\$ 52,086	\$ 156,258
Nunam Iqua	\$ 147,920	\$ 5,675	\$ 153,595	\$ 5,675	\$ 5,675	\$ 164,944
Nunapituchuk	\$ 284,686	\$ -	\$ 284,686	\$ -	\$ -	\$ 284,686
Old Harbor	\$ 147,596	\$ 7,604	\$ 155,200	\$ 7,604	\$ 7,604	\$ 170,409
Ouzinkie	\$ 124,910	\$ 1,683	\$ 126,593	\$ 1,683	\$ 1,683	\$ 129,959
Palmer	\$ 2,091,813	\$ 1,819,929	\$ 3,911,742	\$ 1,819,929	\$ 1,819,929	\$ 7,551,600
Pelican	\$ 97,038	\$ 11,357	\$ 108,395	\$ 11,357	\$ 11,357	\$ 131,110
Petersburg Borough	\$ 1,327,690	\$ 881,196	\$ 2,208,886	\$ 881,196	\$ 881,196	\$ 3,971,278
Pilot Station	\$ 282,418	\$ 28,656	\$ 311,074	\$ 28,656	\$ 28,656	\$ 368,386
Pitka's Point	\$ 75,000	\$ 270,128	\$ 345,128	\$ 270,128	\$ 270,128	\$ 885,383
Point Baker	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000

Distribution of Funds by Community

Municipality or Community	Column A	Column B1	Column A + B1 May 1, 2020	Column B-2	Column B-3	Column C
	Total CAP*	Direct Cost Distribution #1	Initial Distribution of CAP and Direct Costs	July 1, 2020 Direct Cost Distribution #2	October 1, 2020 Direct Cost Distribution #3	Total Community Assistance Plus COVID Relief
Togiak	\$ 366,681	\$ 68,679	\$ 435,360	\$ 68,679	\$ 68,679	\$ 572,718
Tok	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Toksook Bay	\$ 296,354	\$ 5,567	\$ 301,920	\$ 5,567	\$ 5,567	\$ 313,053
Tolsona	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Tuluksak	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Tuntutuliak	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Tununak	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Twin Hills	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Unalakleet	\$ 308,993	\$ 108,015	\$ 417,008	\$ 108,015	\$ 108,015	\$ 633,038
Unalaska	\$ 1,479,283	\$ 3,988,088	\$ 5,467,370	\$ 3,988,088	\$ 3,988,088	\$ 13,443,545
Upper Kalskag	\$ 148,568	\$ -	\$ 148,568	\$ -	\$ -	\$ 148,568
Valdez	\$ 1,339,924	\$ 112,433	\$ 1,452,357	\$ 112,433	\$ 112,433	\$ 1,677,224
Venetie	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Wainwright	\$ 254,870	\$ -	\$ 254,870	\$ -	\$ -	\$ 254,870
Wales	\$ 128,475	\$ 4,870	\$ 133,345	\$ 4,870	\$ 4,870	\$ 143,084
Wasilla	\$ 2,927,318	\$ 5,247,481	\$ 8,174,799	\$ 5,247,481	\$ 5,247,481	\$ 18,669,760
Whale Pass	\$ 93,473	\$ -	\$ 93,473	\$ -	\$ -	\$ 93,473
White Mountain	\$ 137,874	\$ 5,020	\$ 142,893	\$ 5,020	\$ 5,020	\$ 152,933
Whitestone	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
Whittier	\$ 154,402	\$ 249,313	\$ 403,715	\$ 249,313	\$ 249,313	\$ 902,340
Wrangell	\$ 1,161,243	\$ 894,678	\$ 2,055,921	\$ 894,678	\$ 894,678	\$ 3,845,277
Yakutat	\$ 469,499	\$ 369,701	\$ 839,200	\$ 369,701	\$ 369,701	\$ 1,578,603
Totals	\$ 257,548,754	\$ 101,650,415	\$ 359,199,169	\$ 101,650,415	\$ 101,650,415	\$ 562,500,000
Total funds distributed to communities						\$ 562,500,000

* For unincorporated communities inside a borough, CAP payments are made to the eligible municipality

(c) A community in a borough or unified municipality is eligible for a community assistance payment only if at least three of the following services are generally available to all residents of the community and each of the three services, in any combination, are provided by one or more qualifying incorporated nonprofit entities or a Native village council or are substantially paid for by the residents of the community through taxes, charges, or assessments levied or authorized by the borough or unified municipality:

- (1) fire protection;
- (2) emergency medical;
- (3) water and sewer;
- (4) solid waste management;
- (5) public road or ice road maintenance;
- (6) public health;
- (7) search and rescue.

COVID-19 RESPONSE FUNDING

APRIL 21, 2020



On March 27, 2020, Congress passed the federal act known as the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). This Act includes funding for a variety of State agencies for the response and mitigation of the public health crisis. It is anticipated that this will be an iterative process, with numerous additional items forthcoming as funding opportunities arise. This package includes a variety of known items that have been received by the State. Several other items such as homeless grants, housing programs, and broadband grants will be put forward as additional federal guidance becomes clear.

CARES Act Funding

This funding is provided to the State for items that “are necessary expenditures incurred due to the public health crisis with respect to the Coronavirus Disease 2019 (COVID-19).”

Commerce – Direct Municipal Relief (\$562.5 million):

- Funding will be allocated using existing state distribution methods and metrics to provide assistance to municipalities due to the COVID-19 public health crisis. This allocation is aligned with the CARES Act §601 provision that 45% of the State’s funding shall be distributed to local governments. Municipalities shall submit monthly reports to the Office of Management & Budget (OMB) that list the expenditures used to cope with the COVID-19 public health emergency.

Commerce/AHFC/AIDEA – Small Business Relief (\$300.0 million):

- The Alaska Housing Finance Corporation (AHFC), the Alaska Industrial Development and Export Authority (AIDEA), and the Investments Section of the Department of Commerce, Community and Economic Development will temporarily bolster their existing loan programs to provide support to struggling small businesses.

Health – Non-Profit Support (\$50.0 million):

- Basic essential human services, including, but not limited to: soup kitchens & food banks, non-residential emergency shelters, religious non-profits, homeless shelters, clothing items, and other entities supporting social welfare. No RPL is required as DHSS has adequate authorization to accept federal receipts.

Health – Health-Related COVID-19 Costs (\$337.5 million):

- Support ongoing response and mitigation efforts with federal receipts and maintain a contingency for potential unknown impacts. No RPL required as DHSS has adequate authorization to accept federal receipts.

Direct Agency Funding Items Included in RPL Package:

Education - Emergency Education Relief Funds (\$48.0 million):

- Emergency grants to Local Education Agencies that are impacted by COVID-19.

Education – Child Nutrition Funding (\$5.0 million):

- Funding to schools and other institutions participating in the National School Lunch Program and related programs.

Education – National Endowment for the Arts Funding (\$0.4 million):

- Grants to arts organizations, local arts agencies, and partners for emergency relief to sustain operations in response to COVID-19.

Transportation - Federal Transit Administration Grants (\$29.0 million):

- Funds are available for operating expenses for all Federal Transit Administration 5311 recipients (non-urbanized areas) including Anchorage, Fairbanks, and the Alaska Marine Highway System

Transportation - Federal Aviation Administration Rural Airport System Maintenance (\$49.0 million):

- Airport Grants will be used for statewide aviation and rural airport system operating and maintenance expenses, where revenue or expenditure impacts have occurred.

Transportation - Measurement Standards and Whittier Tunnel Support (\$3.0 million):

COVID-19 RESPONSE FUNDING

APRIL 21, 2020



- Funding for unbudgeted and unanticipated expenditures related to ensuring continuity of operations and program delivery within this appropriation.

Commerce - Economic Stimulus for Alaskan Fisheries (\$100.0 million)

- Through the Federal CARES Act funding is being allocated to the National Fisheries Marine Service who will distribute funding to states to provide assistance to subsistence, charter/guide, and commercial fishery participants affected by COVID-19

Public Safety - U.S. Department of Justice Byrne-JAG Grant (\$3.6 million):

- The program provides states with critical funding necessary to support a range of program areas including law enforcement, prosecution, indigent defense, courts, corrections, crime victim and witness initiatives, and mental health programs.

University – Higher Education Emergency Relief Fund (\$5.0 million):

- Grants directly to students and institutions impacted by the COVID-19 public health crisis.

Items Not Requiring RPL

Transportation - International Airport (\$32.1 million)

- Funds will be accepted directly by the International Airport System.

Office of the Governor – Elections Support (\$3.0 million)

- Funds are used to support modifications to the current elections process in light of the COVID-19 public health crisis. Authority already exists to deposit funds into the Election Fund, but a subsequent project appropriation will be required in the near future.

Commerce - Community Development Block Grants (\$2.8 Million):

- Funds to alleviate the causes and conditions of poverty in communities. Sufficient prior-year funding exists to receive these federal receipts.

COVID-19 Response (\$millions)			
Appropriation Items	State Funds	Federal Funds	Total
Public Health, Emergency Programs (HB205/234)	\$ 94.1	\$ 9.0	\$ 103.1
Open Ended Federal Medicaid Authority (HB205/234)	\$ -	*	*
Grants to Cruise Ship Communities (HB234)	\$ 8.5	-	\$ 8.5
Disaster Relief Fund (HB205)	\$ 5.0	-	\$ 5.0
Open Ended Federal Unemployment Insurance Authority (HB205)	\$ -	*	*
Open Ended Federal Workforce Services Authority (HB205)	\$ -	*	*
RPL Package	\$ -	\$ 243.0	\$ 243.0
Items not Requiring RPL	\$ -	\$ 37.9	\$ 37.9
Coronavirus Relief Fund	\$ -	\$ 1,250.0	\$ 1,250.0
Total Support	\$ 107.6	\$ 1,539.9	\$ 1,647.5

*Open ended authorization allows the agencies to accept any amount of federal funds that may be received in connection to COVID-19 response

**Department of Commerce, Community, and Economic Development
Investments
Investments**

Subject of RPL: State of Alaska COVID-19 Small Business Relief	ADN/RPL #: 08-2020-0251
Amount requested: \$ 300,000,000	Appropriation Authority: Sec. 1 Ch 1 FSSLA 2019 Pg 6 Ln 14 (Investments) Sec 1 Ch 8 SLA 2020 Pg 5 Ln 16 (Investments)
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: AS 18.56, AS 44.88, AS 16.10.300-370, AS 16.10.500-560, AS 44.88.400-430, AS 44.33.765, AS 44.33.650-690, AS 44.33.950-990, AS 16.10.890-945, AS 16.10.801-840, AS 45.88.010-090, AS 42.45.250-299, AS 16.10.345-370

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

On March 27, 2020, Congress passed the federal act known as the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). Section 601 of this Act established the Coronavirus Relief Fund with the stated purpose of distributing \$150,000,000,000 to states for, “necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19)”

Alaska has received \$1,250,000,000 from this fund and will direct \$300,000,000 to small business relief. The Investments Section of the Department of Commerce, Community and Economic Development will temporarily bolster their existing loan programs to provide support to struggling small businesses and may distribute funding through the reimbursable services agreement (RSA) process to the Alaska Housing Finance Corporation (AHFC), and the Alaska Industrial Development and Export Authority (AIDEA) as needs arise.

Loans will be made through existing programs to entities in need of financial support as a result of the ongoing COVID-19 Public Health Emergency. Certain requirements of receiving loans may be waived as part of this process. The goal of this funding element is to put money in the hands of these businesses to avoid foreclosure while the crisis passes.

PREVIOUS LEGISLATIVE CONSIDERATION

The Legislature has not considered a federal appropriation for contingency items. There are no previous RPLs for this activity.

TIMING ISSUES

The CARES Act was passed by Congress and signed into law on March 27, 2020. The Alaska State Legislature recessed on March 29, 2020. Given the timing of the CARES Act and passage of the FY21 Budget, the Governor’s Office did not have enough information to request an appropriation during the current legislative process.

Agency Contact: Micaela Fowler, Administrative Services Director, 907-465-2506

**Department of Education and Early Development
Education Support and Administrative Services
Student and School Achievement**

Subject of RPL: U.S. Department of Education CARES Act	ADN/RPL #: 05-2020-0074
Amount requested: \$48,000,000	Appropriation Authority: Sec 1 Ch 1 FSSLA 2019 Pg 11 Ln 11 Sec 1 Ch 8 SLA 2020 Pg 10 Ln 19
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: AS 14.50.010 - .100, AS 14.07.020

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

On March 27, 2020, Congress passed the federal act known as the Coronavirus Aid, Relief, and Economic Security Act or the CARES Act. This act includes funding for Elementary and Secondary School Emergency Relief Funds and Governor’s Emergency Education Relief Funds.

The Education Stabilization funds must be used by Local Education Agencies for any activity authorized by the Elementary and Secondary Education Act (ESEA), Individuals with Disabilities Education Act (IDEA), the Adult Education and Family Literacy Act, the Perkins Career and Technical Education Act, or the McKinney-Vento Homeless Assistance Act, in addition to a list of other allowable uses of funds. Ten percent of the funding may be set aside for State Education Agency uses and activities related to coronavirus. The State of Alaska’s allocation is estimated to be \$38,408,000.

The Governor’s Emergency Education Relief Fund must be used for emergency grants to Local Education Agencies that are significantly impacted by coronavirus, or to support other education related entities within the State deemed essential for carrying out emergency educational services. The State of Alaska’s allocation is \$6,503,527.

Both portions of funding require applications for funding be submitted to the U.S. Department of Education. Instructions on the application process, the deadline for submitting the application, and reporting requirements for use of the funding is forthcoming from the U.S. Department of Education.

The actual amount of funding that will be allocated to the State of Alaska is unknown at this time; therefore, the Department of Education and Early Development (DEED) is requesting \$48,000,000 of Federal receipt authority based on the estimated allocation of \$44,911,527.

PREVIOUS LEGISLATIVE CONSIDERATION

The Legislature has not considered a federal appropriation for Elementary and Secondary School Emergency Relief Funds and Governor’s Emergency Education Relief Funds from the CARES Act. DEED’s existing appropriation of federal authority is not sufficient to collect and distribute this funding. There are no previous RPLs for this activity.

TIMING ISSUES

The CARES Act was passed by Congress and signed into law on March 27, 2020. The Alaska State Legislature recessed on March 29, 2020. Given the timing and lack of guidance provided by the U.S. Department of Education, DEED did not have enough information to request an appropriation during the current legislative process.

The funds are anticipated to become available on April 24, 2020 and will be available for obligation through September 30, 2021. Additional federal authority is necessary now to distribute funding to the Local Education Agencies as quickly as possible.

BUDGETARY ISSUES

No new positions will be added, and funding will not be used to pay for existing positions within DEED.

Agency Contact:

Lacey Sanders, Administrative Services Director (907) 465-8721

**Department of Education and Early Development
Education Support and Administrative Services
Child Nutrition**

Subject of RPL: U.S. Department of Agriculture FFCRA and CARES Act	ADN/RPL #: 05-2020-0075
Amount requested: \$5,000,000	Appropriation Authority: Sec 1 Ch 1 FSSLA 2019 pg 11 ln 10 Sec 1 Ch 8 SLA 2020 pg 10 ln 18
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: AS 14.50.010 - .100, AS 14.07.010

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

On March 18, 2020, Congress passed Phase 2, HR 6201, known as the Families First Coronavirus Response Act or the FFCRA. This act included increased funding for the Commodity Assistance Program. Specifically, \$450 million for the Emergency Food Assistance Program (TEFAP) including \$150 million for costs associated with the distribution of commodities. The Department of Education & Early Development (DEED) acts as the Distributing Agency for the USDA Commodity Program. Eligible outlets include schools and residential childcare institutions participating in the National School Lunch Program, child care centers participating in the Child Care Food Program, approved sponsors of a Summer Food Service Program, food banks, food pantries, soup kitchens, etc.

In addition, on March 27, 2020, Congress passed the federal act known as the Coronavirus Aid, Relief, and Economic Security Act or the CARES Act. This act included funding for the Domestic Food Programs Food and Nutrition Service Child Nutrition Programs. Specifically, \$8.8 billion nationally in additional funds through September 30, 2021 to support federal child nutrition programs to ensure students receive meals when school is not in session. These programs include the National School Lunch and Breakfast Programs, the Special Supplemental Nutrition Program for Women, Infants and Children (WIC), the Child and Adult Care Food Program (CACFP) and the Summer Food Service Program (SFSP), all of which have received additional flexibilities and are seeing increased demand in response to the coronavirus.

School nutrition programs across Alaska are meeting the unexpected feeding needs in their communities. School districts are providing meals to students regardless of the student's eligibility. The feeding of all students during this health pandemic helps both families and communities who are facing many economic issues as a result of the coronavirus.

The actual amount of funding that will be allocated to the State of Alaska is unknown at this time; therefore, the Department of Education and Early Development (DEED) is requesting \$5,000,000 of federal receipt authority. This amount is based on the three-year average shortfall that school districts traditionally face from the federal reimbursement of school meals and end up having to offset their school nutrition budget with general funds (approximately \$3,000,000 for a three-month period), plus an additional amount to cover serving meals to all students regardless of their eligibility (approximately \$2,000,000).

PREVIOUS LEGISLATIVE CONSIDERATION

The Legislature has not considered a federal appropriation for the Commodity Assistance Program from the FFCRA or the Domestic Food Programs Food and Nutrition Service Child Nutrition Programs from the CARES Act. DEED's existing appropriation of federal authority is not sufficient to collect and distribute this funding. There are no previous RPLs for this activity.

TIMING ISSUES

The FFCRA was passed by Congress and signed into law on March 18, 2020. In addition, the CARES Act was passed by Congress and signed into law on March 27, 2020. The Alaska State Legislature recessed on March 29, 2020. Given the timing and lack of guidance provided by the U.S. Department of Agriculture, DEED did not have enough information to request an appropriation during the current legislative process.

The funds are anticipated to become available during FY2020 and will be available for obligation through September 30, 2021. Additional federal authority is necessary now to distribute funding to the Local Education Agencies as quickly as possible.

BUDGETARY ISSUES

Distribution of funding will be allocated based on participation rates in each school district. No new positions will be added, and funding will not be used to pay for existing positions within DEED.

Agency Contact:

Lacey Sanders, Administrative Services Director (907) 465-8721

**Department of Education and Early Development
Alaska State Council on the Arts
Alaska State Council on the Arts**

Subject of RPL: National Endowment for the Arts CARES Act	ADN/RPL #: 05-2020-0076
Amount requested: \$421,500	Appropriation Authority: Sec 1 Ch 1 FSSLA 2019 pg 11 ln 26 Sec 1 Ch 8 SLA 2020 pg 10 ln 29
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: AS 44.27.050, AS 44.27.052

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

On March 27, 2020, Congress passed the federal act known as the Coronavirus Aid, Relief, and Economic Security Act or the CARES Act. With the \$75 million appropriated to the National Endowment for the Arts (NEA) through the CARES Act, the nonprofit arts industry is recognized as an important sector of America’s economy.

This NEA funding will be used for grants to community arts organizations, local arts agencies, and network arts partners for emergency relief in response to COVID-19 to sustain operations and allow for modification and adaptation of delivery of services. As part of this important investment, the NEA has designed a plan to expedite the distribution of critical funds to the national, regional, state, and local levels to help retain as many jobs as possible, as quickly as possible. These funds are intended to help save jobs in the arts sector and keep the doors open to the thousands of organizations that add value to America’s economy and the creative life of our communities.

Use of these funds is limited to any or all of the following: (1) salary support, full or partial, for one or more positions that are critical to an organization’s artistic mission; (2) fees for artists and/or contractual personnel to maintain or expand the period during which such persons would be engaged; and/or 3) facilities costs such as rent and utilities.

For the Alaska State Council on the Arts (ASCA), since the grant permits, a portion will be used to fund a vacant ASCA Fine Arts Administrator position to help administer this significant increase in grant activity, in addition to ASCA’s existing grants portfolio.

An application is required for this funding, and that deadline is April 22, 2020. ASCA will know by June 30, 2020 of grant award acceptance or rejection. Instructions on the application process, the deadline for submitting the application, and reporting requirements for use of the funding is posted on the NEA’s website (<https://www.arts.gov/grants-organizations/CARES/grant-program-description>).

The ASCA is expecting \$421,500 in federal CARES Act funding from the NEA.

PREVIOUS LEGISLATIVE CONSIDERATION

ASCA's existing appropriation of federal authority is not sufficient to collect and distribute this funding as this is an addendum to ASCA's FY2020 federal partnership agreement (federal fiscal year 2019). There are no previous RPLs for this activity or project that have been proposed by ASCA.

TIMING ISSUES

The CARES Act was passed by Congress and signed into law on March 27, 2020. The Alaska State Legislature recessed on March 29, 2020. Given the timing and lack of guidance provided by the NEA, ASCA did not have enough information to request an appropriation during the current legislative process. Documentation of the amount of funding became available in an email to the Executive Director from the State Arts Director at the NEA on April 8, 2020. The award packet will follow in a few weeks. The funds are imminent as State Arts Agencies across the nation are also receiving similar funding and are listed as such on the NEA's website. Funds will be available to draw down before June 30, 2020. The funds do not lapse, and they can be extended until spent if not expended by September 30, 2022.

If disapproved Alaska's portion of federal relief funds will be redistributed to other states and Alaska's creative sector and jobs, which are linked with tourism, education, and other sectors, will struggle to recover

BUDGETARY ISSUES

These federal funds do not affect the general funds, because they do not require a match. They are not a replacement for the general funds.

This is a one-time request for receipt authority in response to COVID-19 relief funds. There are no indirect cost recovery or fees for services or other considerations in addition to this request.

Agency Contact:

Andrea Noble, Executive Director, Alaska State Council on the Arts, (907) 269-6605

**Department of Commerce, Community, and Economic Development
Executive Administration
Commissioner's Office**

Subject of RPL: COVID – 19 Economic Stimulus for Alaskan Fisheries	ADN/RPL #: 08-2020-0054
Amount requested: \$100,000,000	Appropriation Authority: Sec 1 Ch 8 SLA 2020 Pg 4 Ln 25, Sec. 1 Ch 1 FSSLA 2019 Pg 5 Ln 10
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: AS 44.33.020

PURPOSE

Through the Federal CARES Act \$300,000,000 is being allocated to the National Fisheries Marine Service who will distribute funding to states to provide assistance to subsistence, charter/guide, and commercial fishery participants affected by COVID-19. The Alaska Department of Commerce, Community, and Economic Development (DCCED) is expecting to receive \$100,000,000 to distribute to Alaskan fishery participants and will coordinate closely with the Department of Fish and Game in coordination of the program. DCCED does not know the exact impact of COVID-19 on the Alaska fisheries but is expecting substantial reductions in revenue for the charter/guide and commercial fishery sectors and potential limitations on harvest opportunities for subsistence fisheries. The CARES Act funding will benefit Alaska fishery participants who have incurred losses as a direct or indirect result of COVID-19.

Once the federal government determines the allocation of funds to Alaska, the state will be responsible for administering the federal grant, developing payment eligibility criteria and distributing the funds to eligible participants.

PREVIOUS LEGISLATIVE CONSIDERATION

No previous legislation has been submitted for this because the CARES Act was drafted and enacted in March 2020.

TIMING ISSUES

Due to the immediacy of restarting the economy due to COVID – 19, these funds are expected to be allocated to states in spring 2020 to early summer 2020. As soon as funding is available, the state will receive funds through a federal grant and distribute the funds to eligible fishery participants in late summer 2020 to early fall 2020.

BUDGETARY ISSUES

The CARES Act authorizes up to two percent of the funds to be used for administration and oversight activities.

Agency Contact and Telephone: Douglas Vincent-Lang, (907)267-2591

**Department of Public Safety
Alaska State Troopers
Special Projects**

Subject of RPL: USDOJ Byrne-JAG CARES Act	ADN/RPL #: 12-2020-4049
Amount requested: \$3,585,351	Appropriation Authority: Sec 1 Ch 8 SLA 2020 Pg 28 Ln 28, Sec. 1 Ch 1 FSSLA 2019 Pg 28 Ln 24
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: AS 44.41.020 – Powers and duties of Department AS 18.65.010 – AS 19.65.110 (State Troopers) AS 18.65.010 – AS 18.65.086 (Law Enforcement Duties)

PURPOSE

The Coronavirus Aid, Relief, and Economic Security (CARES) Act provides assistance to state and local law enforcement to assist in preparing for and responding to COVID-19. Specifically, the Act includes \$850 million for the Byrne-Justice Assistance Grant Program (Byrne-JAG). The JAG Program provides states, tribes, and local governments with critical funding necessary to support a range of program areas including law enforcement, prosecution, indigent defense, courts, crime prevention and education, corrections and community corrections, drug treatment and enforcement, planning, evaluation, technology improvement, and crime victim and witness initiatives and mental health programs and related law enforcement and corrections programs, including behavioral programs and crisis intervention teams.

PREVIOUS LEGISLATIVE CONSIDERATION

There have been no previous RPLs or any other legislative consideration of this request, as funding was made available in response to the COVID-19 pandemic and was not included in the Department's budget request.

TIMING ISSUES

This funding was unanticipated, as were the severity and extensive ramifications of the COVID-19 pandemic. An application to the US Department of Justice (USDOJ) is in progress. Award details are currently developing. Due to the immediate nature of the circumstances, approval is needed as soon as possible.

BUDGETARY ISSUES

This funding is anticipated to be relatively short-term in nature, but it supports the Department's core mission to protect the life, health, and safety of Alaskans, and recognizes that there will likely be an increased demand for service. Funds have not been awarded or spent to date. Current and future budget impacts have not yet been determined, nor have the specific use of funds or deployment of department personnel.

Agency Contact: Torrey Jacobson 907-465-4350

**Department of Transportation and Public Facilities
Statewide Federal Programs
COVID-19 Federal Transit Administration 5311 Grants**

Subject of RPL: FY2020 COVID-19 Federal Transit Administration 5311 Grants	ADN/RPL #: 25-2020-8766
Amount requested: \$29,000,000	Appropriation Authority: Sec 1 Ch 3 FSSLA 19 Pg 8 Ln 23
Funding source: Federal Receipts (1002) Capital	Statutory Authority: <ul style="list-style-type: none"> • AS 37.20.010 Acceptance of federal grants and transfers of property • AS 44.42.060 Grants to the Department • 49 U.S.C. § 5301 Transportation • 23 U.S.C. § 101 Highways

PURPOSE

On March 27, 2020, Congress passed the federal act known as the Coronavirus Aid, Relief, and Economic Security Act or the CARES Act. This act includes funding for Federal Transit Administration grants to non-urbanized areas.

The Department of Transportation & Public Facilities (DOT&PF) is requires \$29,000,000 in additional Federal Receipt authority to cover costs associated with the Federal Transit Administration programs incurred due to the COVID-19 pandemic for non-urbanized Areas.

CARES Act funds are available for operating expenses for all Federal Transit Administration 5311 recipients (non-urbanized areas), including administrative leave for transit workers. Operating expenses are those costs necessary to operate, maintain, and manage a public transportation system.

The Alaska Marine Highway System (AMHS) is eligible to receive a portion of the funding from the Federal Transit Authority from the CARES Act (anticipated at \$10.0 million). These funds will be used to pay for COVID-19 eligible costs incurred starting March of 2020. Funds are to prevent, prepare and respond to COVID-19 with a focus on operational expenses. This funding will cover employee's leave charged as COVID-19 admin leave and will pay salaries for employees who are not required to work due to reductions in service levels. Funding can also be used to purchase cleaning and sanitizing supplies and personnel protection equipment. There is no match required for these funds when used for operating expenses.

PREVIOUS LEGISLATIVE CONSIDERATION

No previous RPLs have been requested for this purpose. The FY2020 Statewide Federal Program budget appropriation includes \$10,000,000 for Federal Transit Administration Grants.

TIMING ISSUES

These federal funds are a result of the COVID-19 pandemic and were made available after the Legislature recessed.

BUDGETARY ISSUES

This request is directly aligned with the mission of DOT&PF to keep Alaska moving through service and infrastructure. These funds are one-time only funds made available to help states deal

RPL# 25-2020-8766

Page 2

with the expenses as result of the COVID-19 pandemic. There will be no future budgets impacts because of this request.

Agency Contact: Don Pannone 907-957-6214

**Department of Transportation and Public Facilities
Administration & Support
Commissioner's Office**

Subject of RPL: Statewide Aviation & Rural Airport System CARES FAA Funding	ADN/RPL #: 25-2020-8771
Amount requested: \$49,000,000	Appropriation Authority: Sec 1 Ch 1 FSSLA 2019 Pg 32 Ln 31 Sec 1 Ch 8 SLA 2020 Pg 32 Ln 25
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: <ul style="list-style-type: none"> • AS 37.20.010 Acceptance of federal grants and transfers of property • AS 44.42.060 Grants to the Department • 49 U.S.C. § 5301 Transportation • 23 U.S.C. § 101 Highways

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

Approximately \$10 billion in grants for airports are available under the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The Federal Aviation Administration (FAA) intends to award grants and obligate these funds on an expedited basis. CARES Act Airport Grants will be used for statewide aviation and rural airport system operating and maintenance expenses, where additional expenditure needs have occurred due to the COVID-19 public health emergency.

This funding will be used at state owned airports to prevent, prepare for, respond to, and reduce the adverse impacts of the current public health emergency. Funding will be allocated to the Commissioner's Office within the department and will be allocated to various allocation via the Reimbursable Services Agreement (RSA) process as detailed in the below table.

FY2020	\$ 49,000.0
Statewide Aviation	\$ 1,000.0
CR Highways & Aviation	\$ 3,860.7
NR Highways & Aviation	\$ 5,951.0
SR Highways & Aviation	\$ 3,188.3
Balance for FY2021	\$ 35,000.0
Statewide Aviation	\$ 1,000.0
CR Highways & Aviation	\$ 10,617.0
NR Highways & Aviation	\$ 16,365.2
SR Highways & Aviation	\$ 7,017.8
Remaining Balance	\$ 0.0

PREVIOUS LEGISLATIVE CONSIDERATION

No previous consideration has been given by legislature.

TIMING ISSUES

The FAA encourages airport sponsors to spend funds expeditiously to reduce the adverse impacts of the current public health emergency. The funding is required to allow the rural airport system to continue maintenance and operations work while mitigating impacts from the COVID-19 public health emergency.

BUDGETARY ISSUES

This funding will allow for stability in the Statewide Aviation Program as well as ensure continuity in the operations and maintenance of state-owned airports.

Agency Contact: Don Pannone 907-957-6214

**Department of Transportation and Public Facilities
Administration & Support
Commissioner's Office**

Subject of RPL: MSCVC & Whittier Access and Tunnel 5001(d) CARES Funding	ADN/RPL #: 25-2020-8772
Amount requested: \$3,034,100	Appropriation Authority: Sec 1 Ch 1 FSSLA 2019 Pg 32 Ln 31 Sec 1 Ch 8 SLA 2020 Pg 32 Ln 25
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: <ul style="list-style-type: none"> • AS 37.20.010 Acceptance of federal grants and transfers of property • AS 44.42.060 Grants to the Department • 49 U.S.C. § 5301 Transportation • 23 U.S.C. § 101 Highways

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

Funding will be used to cover unbudgeted and unanticipated personal services costs and expenditures related to ensuring continuity of operations and program delivery within this appropriation. Funding will be spread across two fiscal years as detailed in the below table. MSCVC has responded to economic impacts by waiving annual permit fees. Funding will be allocated to the Commissioner's Office within the department and will be allocated to various allocation via the Reimbursable Services Agreement (RSA) process as detailed in the below table.

FY2020	Amount
MSCVC	\$ 900,000.00
NR Highways & Aviation	\$ 465,000.00
Whittier Access & Tunnel	\$ 618,200.00
Total	\$ 1,983,200.00
FY2021	Amount
MSCVC	\$ 450,000.00
Whittier Access & Tunnel	\$ 600,900.00
Total	\$ 1,050,900.00
Grand Total	\$ 3,034,100.00

PREVIOUS LEGISLATIVE CONSIDERATION

No previous consideration has been given by legislature.

TIMING ISSUES

The CARES act funding was not available until after the Legislature went into recess.

BUDGETARY ISSUES

This funding will allow for stability in the Program as well as ensure continuity in the operations.

Agency Contact: Agency Contact: Don Pannone 907-957-6214

**University of Alaska
Systemwide Budget Reductions/Additions**

Subject of RPL: Coronavirus Aid, Relief and Economic Security (CARES) Act Federal Funding Opportunities	ADN/RPL #: 45-2020-0002
Amount requested: \$5,000,000	Appropriation Authority: Sec 1 Ch 8 SLA 2020 Pg 37 Ln 10, Sec 1 Ch 1 FSSLA 2019 Pg 37 Ln 24
Funding source: Federal Receipts (1002) FY2020 Operating (Supplemental Multi-year FY2020-2021)	Statutory Authority: Article VII, Sec 2, Alaska State Constitution, AS 14.40

PURPOSE

Multi-year (FY2020 – FY2021) federal authorization is required to expend increased federal revenues.

The Coronavirus Aid, Relief and Economic Security (CARES) Act created the Education Stabilization Fund. The Higher Education Emergency Relief Fund (section 18004(a)(1)), under the Education Stabilization Fund, provides grants directly to higher education students and institutions.

The University of Alaska (UA) received notification of the availability of the first 50% (\$3,940,000) of the total funds (\$7,885,000) UA campuses (UA Anchorage, UA Fairbanks and UA Southeast) will be receiving directly from the Higher Education Emergency Relief Fund. This first 50% can only be used for emergency financial aid grants to UA students, and cannot be used for any institutional costs or to recoup student aid already provided by institutions. The other 50% of UA's allocation is not expected for several more weeks and additional guidance on eligible uses is expected at that time.

PREVIOUS LEGISLATIVE CONSIDERATION

The increased need for federal receipt authority was not anticipated during the legislative session, thus not requested.

TIMING ISSUES

Additional federal funds are expected from the U.S. Department of Education directly to UA and to students through UA via the federal student aid grant system. In order to receive and expend these funds, UA requests an additional \$5 million in federal receipt authority in both FY2020 and FY2021.

BUDGETARY ISSUES

This budget request relates directly to UA's ability to receive needed federal aid and provide federal aid to students suffering losses due to the current pandemic. There will be no on-going cost related to this temporary increase to UA's federal receipt authority.

Agency Contact: Alesia Kruckenberg, 907-450-8426

Coronavirus Relief Fund
Guidance for State, Territorial, Local, and Tribal Governments
April 22, 2020

The purpose of this document is to provide guidance to recipients of the funding available under section 601(a) of the Social Security Act, as added by section 5001 of the Coronavirus Aid, Relief, and Economic Security Act (“CARES Act”). The CARES Act established the Coronavirus Relief Fund (the “Fund”) and appropriated \$150 billion to the Fund. Under the CARES Act, the Fund is to be used to make payments for specified uses to States and certain local governments; the District of Columbia and U.S. Territories (consisting of the Commonwealth of Puerto Rico, the United States Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands); and Tribal governments.

The CARES Act provides that payments from the Fund may only be used to cover costs that—

1. are necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19);
2. were not accounted for in the budget most recently approved as of March 27, 2020 (the date of enactment of the CARES Act) for the State or government; and
3. were incurred during the period that begins on March 1, 2020, and ends on December 30, 2020.¹

The guidance that follows sets forth the Department of the Treasury’s interpretation of these limitations on the permissible use of Fund payments.

Necessary expenditures incurred due to the public health emergency

The requirement that expenditures be incurred “due to” the public health emergency means that expenditures must be used for actions taken to respond to the public health emergency. These may include expenditures incurred to allow the State, territorial, local, or Tribal government to respond directly to the emergency, such as by addressing medical or public health needs, as well as expenditures incurred to respond to second-order effects of the emergency, such as by providing economic support to those suffering from employment or business interruptions due to COVID-19-related business closures.

Funds may not be used to fill shortfalls in government revenue to cover expenditures that would not otherwise qualify under the statute. Although a broad range of uses is allowed, revenue replacement is not a permissible use of Fund payments.

The statute also specifies that expenditures using Fund payments must be “necessary.” The Department of the Treasury understands this term broadly to mean that the expenditure is reasonably necessary for its intended use in the reasonable judgment of the government officials responsible for spending Fund payments.

Costs not accounted for in the budget most recently approved as of March 27, 2020

The CARES Act also requires that payments be used only to cover costs that were not accounted for in the budget most recently approved as of March 27, 2020. A cost meets this requirement if either (a) the cost cannot lawfully be funded using a line item, allotment, or allocation within that budget *or* (b) the cost

¹ See Section 601(d) of the Social Security Act, as added by section 5001 of the CARES Act.

is for a substantially different use from any expected use of funds in such a line item, allotment, or allocation.

The “most recently approved” budget refers to the enacted budget for the relevant fiscal period for the particular government, without taking into account subsequent supplemental appropriations enacted or other budgetary adjustments made by that government in response to the COVID-19 public health emergency. A cost is not considered to have been accounted for in a budget merely because it could be met using a budgetary stabilization fund, rainy day fund, or similar reserve account.

Costs incurred during the period that begins on March 1, 2020, and ends on December 30, 2020

A cost is “incurred” when the responsible unit of government has expended funds to cover the cost.

Nonexclusive examples of eligible expenditures

Eligible expenditures include, but are not limited to, payment for:

1. Medical expenses such as:
 - COVID-19-related expenses of public hospitals, clinics, and similar facilities.
 - Expenses of establishing temporary public medical facilities and other measures to increase COVID-19 treatment capacity, including related construction costs.
 - Costs of providing COVID-19 testing, including serological testing.
 - Emergency medical response expenses, including emergency medical transportation, related to COVID-19.
 - Expenses for establishing and operating public telemedicine capabilities for COVID-19-related treatment.
2. Public health expenses such as:
 - Expenses for communication and enforcement by State, territorial, local, and Tribal governments of public health orders related to COVID-19.
 - Expenses for acquisition and distribution of medical and protective supplies, including sanitizing products and personal protective equipment, for medical personnel, police officers, social workers, child protection services, and child welfare officers, direct service providers for older adults and individuals with disabilities in community settings, and other public health or safety workers in connection with the COVID-19 public health emergency.
 - Expenses for disinfection of public areas and other facilities, *e.g.*, nursing homes, in response to the COVID-19 public health emergency.
 - Expenses for technical assistance to local authorities or other entities on mitigation of COVID-19-related threats to public health and safety.
 - Expenses for public safety measures undertaken in response to COVID-19.
 - Expenses for quarantining individuals.
3. Payroll expenses for public safety, public health, health care, human services, and similar employees whose services are substantially dedicated to mitigating or responding to the COVID-19 public health emergency.

4. Expenses of actions to facilitate compliance with COVID-19-related public health measures, such as:
 - Expenses for food delivery to residents, including, for example, senior citizens and other vulnerable populations, to enable compliance with COVID-19 public health precautions.
 - Expenses to facilitate distance learning, including technological improvements, in connection with school closings to enable compliance with COVID-19 precautions.
 - Expenses to improve telework capabilities for public employees to enable compliance with COVID-19 public health precautions.
 - Expenses of providing paid sick and paid family and medical leave to public employees to enable compliance with COVID-19 public health precautions.
 - COVID-19-related expenses of maintaining state prisons and county jails, including as relates to sanitation and improvement of social distancing measures, to enable compliance with COVID-19 public health precautions.
 - Expenses for care for homeless populations provided to mitigate COVID-19 effects and enable compliance with COVID-19 public health precautions.
5. Expenses associated with the provision of economic support in connection with the COVID-19 public health emergency, such as:
 - Expenditures related to the provision of grants to small businesses to reimburse the costs of business interruption caused by required closures.
 - Expenditures related to a State, territorial, local, or Tribal government payroll support program.
 - Unemployment insurance costs related to the COVID-19 public health emergency if such costs will not be reimbursed by the federal government pursuant to the CARES Act or otherwise.
6. Any other COVID-19-related expenses reasonably necessary to the function of government that satisfy the Fund's eligibility criteria.

*Nonexclusive examples of ineligible expenditures*²

The following is a list of examples of costs that would *not* be eligible expenditures of payments from the Fund.

1. Expenses for the State share of Medicaid.³
2. Damages covered by insurance.
3. Payroll or benefits expenses for employees whose work duties are not substantially dedicated to mitigating or responding to the COVID-19 public health emergency.

² In addition, pursuant to section 5001(b) of the CARES Act, payments from the Fund may not be expended for an elective abortion or on research in which a human embryo is destroyed, discarded, or knowingly subjected to risk of injury or death. The prohibition on payment for abortions does not apply to an abortion if the pregnancy is the result of an act of rape or incest; or in the case where a woman suffers from a physical disorder, physical injury, or physical illness, including a life-endangering physical condition caused by or arising from the pregnancy itself, that would, as certified by a physician, place the woman in danger of death unless an abortion is performed. Furthermore, no government which receives payments from the Fund may discriminate against a health care entity on the basis that the entity does not provide, pay for, provide coverage of, or refer for abortions.

³ See 42 C.F.R. § 433.51 and 45 C.F.R. § 75.306.

4. Expenses that have been or will be reimbursed under any federal program, such as the reimbursement by the federal government pursuant to the CARES Act of contributions by States to State unemployment funds.
5. Reimbursement to donors for donated items or services.
6. Workforce bonuses other than hazard pay or overtime.
7. Severance pay.
8. Legal settlements.

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Alaska News

Gov. Dunleavy plans \$300 million for small business aid, but it won't be quick

 Author: James Brooks  Updated: 14 hours ago  Published 21 hours ago



Gov Mike Dunleavy on video briefing, April 8, 2020.

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JUNEAU — Alaska is getting more than \$1.25 billion from the federal government to deal with the effects of the coronavirus pandemic, and last week, Gov. Mike Dunleavy said he plans to direct about 25% of that money to small businesses in the state.

But that aid is unlikely to arrive soon because of restrictions within the federal aid legislation and the need for the Alaska Legislature to approve the governor's plan. With federal help slow to arrive, the state's economic situation is worsening.

"The need's acute. In Alaska in particular, the big three industries that drive private-sector employment -- tourism, oil and gas, and commercial fishing -- are all disproportionately challenged by the COVID-19 crisis," said Thor Stacey, director of the Alaska chapter of the National Federation of Independent Businesses.

Speaking Tuesday, the governor said the Alaska Industrial Development and Export Authority, the Alaska Housing Finance Corporation and various loan programs operated by the Alaska Department of Commerce would share \$300 million.

One day later, the U.S. Department of the Treasury issued legal guidance saying that aid money could not be used for loans.

On Friday, Neil Steininger, director of the Alaska Office of Management and Budget, said the state is now looking at offering grants to small businesses, but details haven't been worked out.

Asked if the effort was still a work in progress, Steininger responded, "I would say so."

Julie Anderson, commissioner of the Alaska Department of Commerce, said in a written statement that "Specifics of how allocated resources will be distributed are not yet determined."

In addition, the Alaska Legislature has yet to approve Dunleavy's plan to spend \$300 million on small-business aid. The governor has asked a legislative committee to approve the plan by April 29, but lawmakers believe they need to authorize the money with a vote of the full Legislature.

In the past five weeks, more than 60,000 Alaskans — about 19% of the state's workforce — have filed for unemployment benefits.

Two federal programs are intended to help small businesses, but the results have been mixed.

According to figures published Friday, only eight Alaska companies have received loans under the federally funded Nationwide Economic Injury Disaster Loan program. (Many more have been approved for payments when money becomes available.)

In a nationwide survey, the National Federation of Independent Businesses found about 20% of businesses had received a loan under the separate federal Paycheck Protection Program. But according to Small Business Administration data, 4,842 Alaska businesses have received loans totaling \$922 million under that program. It wasn't clear how many businesses had applied in the state.

Tom Walsh is a managing partner of Petrotechnical Resources of Alaska, a company that supports oilfield work. The pandemic has sent oil prices plunging, and Walsh has seen his company's existing contracts expire or be suspended.

"We've been kind of frustrated," he said of the federal-aid process.

His company applied for aid through two banks but hasn't yet been approved.

"The sooner that gets into the hands of small businesses, the better. Time is of the essence," Stacey said.

Some help is coming, Anderson said. President Donald Trump signed legislation adding more funding to the federal programs, and the federal Small Business Administration is expected to begin processing applications again on Monday.

In addition, the Alaska Industrial Development and Export Authority is offering loan guarantees of up to \$1 million for businesses with existing loans from Alaska banks. Businesses interested in the program can access that money through their lenders, Anderson said.

[Because of a high volume of comments requiring moderation, we are temporarily disabling comments on many of our articles so editors can focus on the coronavirus crisis and other coverage. We invite you to write a letter to the editor or reach out directly if you'd like to communicate with us about a particular article. Thanks.]

About this Author

James Brooks

Juneau-based James Brooks covers state government, the Alaska Legislature and general assignments for the Daily News. He previously reported and edited for the Juneau Empire, Kodiak Daily Mirror and Fairbanks Daily News-Miner.

Forestry to suspend all burn permits starting May 1 due to COVID-19

🕒 APRIL 7, 2020 BY [ALASKA DIVISION OF FORESTRY](#) 💬 COMMENTS OFF ON FORESTRY TO SUSPEND ALL BURN PERMITS STARTING MAY 1 DUE TO COVID-19

The Alaska Division of Forestry (DOF) will suspend all burn permits – both small- and large-scale – effective at midnight on April 30, in anticipation of the impacts of COVID-19 on Alaska's wildland firefighting resources this summer.

The use of burn barrels, the burning of debris piles, and any other outdoor burning activity authorized under previously issued permits will be prohibited on all state, private and municipal lands throughout Alaska as of May 1. Any person or business found to be violating this burn permit suspension order may be issued a citation to pay a fine or appear in court.

This statewide burn permit suspension will not include cooking, warming or signaling fires that are less than three feet in diameter with flame lengths no more than two feet high. It also will not include commercially manufactured outdoor cooking and heating devices with built-in open flame safety devices.



In response to concerns about how COVID-19 could impact Alaska's wildland firefighting resources this summer, the Alaska Division of Forestry will suspend all burn permits starting on May 1 in an attempt to reduce human-caused fires and limit exposure to firefighters.

Given the potential effects of COVID-19 on the upcoming fire season, Alaska's wildland fire suppression agencies need the public's help more than ever to keep firefighters and communities safe.

Alaskans must do everything possible to prevent wildland fires, limit the spread of COVID-19, and protect firefighters and the public. The suspension of burn permits will help firefighting agencies mitigate some of the significant challenges they're likely to face this summer, including:

- An anticipated lack of firefighting resources available from the Lower 48 as a result of COVID-19 travel restrictions and quarantine requirements
 - The risk of exposing firefighters to higher risks of contracting and spreading COVID-19 when responding to human-caused nuisance fires
 - Limited firefighting resources available to respond to higher-priority wildland fires which may place lives, property and infrastructure in imminent danger
- Until the May 1 suspension takes effect, small- and large-scale burning on state, municipal or private lands continues to require permits from the state, or from local governments whose burn permitting programs meet or exceed state standards. The Division of Forestry will re-evaluate the burn suspension on a regular basis to determine if and when it is safe to rescind it.

Those burning before May 1 should carefully read and closely follow the requirements of their permits. They should also continually monitor and constrain any burn piles, and when finished burning, ensure fires are completely extinguished and cold to the touch so they will not holdover, rekindle and escape as conditions grow warmer and drier.

CONTACT: Tim Mowry, Division of Forestry wildland fire public information officer, (907) 356-5512, tim.mowry@alaska.gov

From: Karl Ohls <kohls@northstargrp.com>

Sent: Tuesday, April 14, 2020 10:52 PM

To: John Moosey <John.Moosey@matsugov.us>; Nicholas Spiropoulos <Nicholas.Spiropoulos@matsugov.us>

Subject: Congressional economic stimulus continued response

From Eyes on Washington, April 13, 2020

Municipal Aid

The Federal Reserve announced the creation of the Municipal Liquidity Facility (MLF) in order to help state and local governments manage the cash flow impacts attributable to income tax deferrals, potential reductions of revenues and/or increases in expenses related to the COVID-19 pandemic. The MLF will support lending to the states, the District of Columbia and U.S. cities with a population exceeding 1 million residents and U.S. counties with a population exceeding 2 million residents by purchasing up to \$500 billion of short term notes. The Treasury Department will provide \$35 billion in credit protection using funds appropriate by the CARES Act.

CARES Act 1.5: Congressional Lawmakers Negotiate Interim Relief Legislation

- Congressional lawmakers are working to break through a stalemate on how to inject billions of dollars more into an interim relief stimulus package. Senate Minority Leader Chuck Schumer (D-N.Y.) on April 10, 2020, said that there may be a deal on aid by early this week. Partisan gridlock hinders progress. Republicans want to add more money to the small business loan program, while Democrats are asking for urgent funding for states and municipalities as well as struggling hospitals.
- Senate Democrats on April 9, 2020, blocked Senate Majority Leader Mitch McConnell's (R-Ky.) attempt to quickly pass a \$250 billion supplement to the Paycheck Protection Program (PPP) to boost funds for small businesses suffering revenue losses in the pandemic. U.S. Department of the Treasury Secretary Steven Mnuchin had requested approval of new funds by week's end, but Democrats from both chambers insisted on supplementing those funds with \$100 billion for hospitals and \$150 billion for state and local governments struggling with the pandemic.
- Some 17 million Americans have lost their jobs in the last month. In a statement last week, Sen. Marco Rubio (R-Fla.), chairman of the Senate Committee on Small Business and Entrepreneurship, reported that more than 480,000 loans valued at more than \$124 billion were approved as of April 9, 2020.
- Democrats also want to make changes to the PPP, ensuring that half of the new \$250 billion in funding goes through "community-based financial institutions that serve farmers, family, women, minority and veteran-owned small businesses." Democrats have raised concerns that the current setup of the program favors larger businesses with existing connections to a lender.
- On April 8, 2020, House Speaker Nancy Pelosi (D-Calif.) and Sen. Chuck Schumer (D-NY) issued a statement on the Democrats' priorities in an interim emergency package. They proposed adding \$100 billion for hospitals and \$150 billion for state and local governments. They also want half of the additional small business aid – or \$125 billion – channeled through community-based and other financial institutions that serve companies owned by farmers, families, women, minorities and veterans. Additionally, the top Democrats proposed to temporarily increase food stamps, make it easier to get them and clarify that farms are eligible for the PPP program.

CARES Act 2.0: Economic Relief Package

- As the impact of the coronavirus accelerates across the country, Congress may attempt to pass another major relief package that will extend and expand on the CARES Act. Lawmakers are expected to work on this package over the next few weeks as they are not expected to return to Washington, D.C., until at least April 20, 2020.
- Senate Majority Leader Mitch McConnell (R-Ky.) has said that Congress should focus on correcting any shortcomings in the recently passed \$2.2 trillion aid bill and rely on healthcare experts for solutions to "wipe out" the virus. He told reporters that CARES Act 2.0 "should be more a targeted response to what we got wrong and what we didn't do enough for — and at the top of the list there would have to be the healthcare part of it."
- Among other priorities, congressional Democrats are trying add hazard payments of \$13 per hour for frontline healthcare workers up to a total of \$25,000 in the next coronavirus relief package, along with \$15,000 incentives for people who join the medical workforce surge during the pandemic. Senate

Minority Leader Chuck Schumer (D-N.Y.) said a so-called "Heroes Fund" could compensate nurses, emergency medical technicians (EMTs) and other workers for unanticipated risks as they confront a flood of new cases.

- The National Governors Association (NGA) is urging Congress to appropriate \$500 billion in "stabilization funding" to meet budget shortfalls resulting from their efforts to stem the spread of coronavirus. In a statement, the NGA warned that without the funding, states may have to reduce critical services, which will only hamper public health efforts and economic recovery from the pandemic.

Programs and End Dates

- Paycheck Protection Program (PPP) – \$349 billion in small business loan. Program ends June 30, 2020.
- Additional \$600 per week federal pandemic unemployment benefit. Program ends July 31, 2020.
- Student loan repayment and interest accrual suspension. Program ends September 30, 2020.
- Treasury Department business, state and local loan authority / Various temporary tax breaks / Emergency sick and family leave programs / Medicare sequestration suspension / Changes to banking and accounting rules. All programs end December 31, 2020.
- Special Inspector General for Pandemic Recovery. Program ends March 27, 2025.
- Pandemic Response Accountability Committee, Congressional Oversight Commission. September 30, 2025.

FY 2021 Spending Bills Move Forward Despite Virus Disruption

- Even as the coronavirus complicates their work, top House appropriators have received preliminary top-line spending figures for their Fiscal Year (FY) 2021 bills and are remotely drafting legislation to fund the government past September 30, 2020.
- The distribution of top-line numbers to the 12 appropriations subcommittees, known as 302(b) allocations, allows members to start drafting legislation to fund the government. Appropriators held hearings with most, but not all, major administration officials on President Donald Trump's FY 2021 budget request in February and March.
- A bipartisan group of appropriators have raised the possibility of allowing for more spending in FY 2021 by exempting some key programs from the limits agreed to in the Bipartisan Budget Act of 2019 (Public Law 116-37). The law allows for about only 0.5 percent increase in discretionary spending levels from fiscal 2020 to 2021, setting spending caps at \$671.5 billion for defense and \$626.5 billion for nondefense. Without a change to those caps, any substantial increase in funding for programs – such as vaccine development – would have to be mostly offset by cuts to other initiatives. The Centers for Disease Control and Prevention (CDC), National Institutes of Health (NIH), National Strategic Stockpile and Infectious Disease Rapid Response Fund will all likely need significant funding increases on a regular basis.
- Appropriators will also face procedural challenges in the near future, as lawmakers wait to determine whether it is safe to return to Washington, D.C., as scheduled on April 20, 2020. The House Appropriations Committee, chaired by Rep. Nita Lowey (D-N.Y.) plans to hold markups when Congress returns to Washington.

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Subject: Update on New Aid Package & Debate Over Local Government Assistance

States, localities plead for COVID money, but McConnell says no Majority leader says bankruptcy is option for states

By [Jim Saksa](#) / Roll Call / Posted April 23, 2020

As House members return to Washington to vote on a \$483.4 billion interim COVID-19 aid bill Thursday, state and local governments say their budgets can't wait much longer for federal relief.

Despite initial Democratic efforts to include \$150 billion for states, the package the Senate passed Tuesday didn't include funding for budgets ravaged by the economic shutdown caused by the coronavirus pandemic.

"We're incredibly disappointed that we were left behind and that we were asked to wait till the next package," Matthew Chase, executive director of the National Association of Counties (NACo), said on a press call Wednesday.

While Congress has given states and localities extra funds to fight the virus and soften the economic blow, it hasn't helped them deal with cratering tax revenue. Governors and mayors across the country are warning that budgets will need to be slashed without federal intervention, which would mean putting thousands of teachers, police, emergency medical technicians and other public employees out of work.

As attention turns to the next spending package — one expected to be aimed at boosting the country's economic recovery after the health crisis is under control — some prominent Republicans say state and local budgets should be left out. Speaking on Hugh Hewitt's radio show Wednesday, Senate Majority Leader Mitch McConnell, R-Ky., said he didn't want Congress to come to states' fiscal rescue. "My guess is their first choice would be for the federal government to borrow money from future generations to send it down to them now, so they don't have to do that," McConnell said. "That's not something I'm going to be in favor of."

He said the states truly struggling should opt for bankruptcy.

Rep. Peter T. King, R-N.Y., rejected McConnell's approach. "McConnell's dismissive remark that States devastated by Coronavirus should go bankrupt rather than get the federal assistance they need and deserve is shameful and indefensible. To say that it is 'free money' to provide funds for ... cops, firefighters and healthcare workers makes McConnell the Marie Antoinette of the Senate," King said on Twitter.

Some in the GOP are working on legislation to help state and local governments. On Monday, Louisiana Republican Sen. Bill Cassidy and New Jersey Democratic Sen. Bob Menendez unveiled a proposal calling for \$500 billion to help local governments. The pair hope their provision will make it into the next coronavirus relief package.

McConnell said debate on that could begin once Congress returns, adding that he sees nothing preventing the Senate from doing so as scheduled on May 4.

Dire straits for budgets

On Tuesday, freshman Rep. Jason Crow, D-Colo., and the Republican he beat in 2018, Mike Coffman, wrote an op-ed in The Denver Post urging Congress to provide “stimulus relief to our state and local governments who are on the front lines of this pandemic.” They pointed to a projected \$3 billion shortfall in Colorado’s state budget and a \$25 million budget cut facing Aurora, where Coffman is now mayor.

Colorado’s budget woes are not uncommon. NACo estimates that county budgets will be short \$144 billion because of COVID-19. Along with the National League of Cities and the U.S. Conference of Mayors, NACo has requested \$250 billion in funding assistance for local governments.

Chase said the funding is critical to keeping the 3.6 million Americans who work for county-level governments employed during the severe economic downturn that has already cost more than 26 million jobs. “We have 315,000 hospital workers — doctors, nurses and other folks,” Chase said. “We’ve got 363,000 sheriffs, police, EMTs.”

The National Association of Governors also has asked Congress for \$500 billion to help states handle the huge fiscal challenges imposed by the pandemic. And last week, the governors of Pennsylvania, Michigan and Wisconsin — all key swing states in 2020 — sent a letter to President Donald Trump urging him to work with Congress to provide more funds. The governors projected budget shortfalls of \$3 billion in Michigan, \$2 billion in Wisconsin and \$4.5 billion in Pennsylvania.

While the three coronavirus response bills (PL 116-123, PL 116-127 and PL 116-136) passed by Congress in March contained funding for states and localities, a lot of it was earmarked for new public health spending and backing up unemployment insurance funds. The largest pile of funds — \$150 billion provided in the third package — is restricted to new expenses not included in prior budgets.

That means the cities and counties that prepared for public health crises before coronavirus were left out, said Stan Veuger, a resident scholar at the conservative American Enterprise Institute. “You’re basically rewarding people for bad planning,” he said.

While states could reallocate their shares to counties and cities, that would still leave gaps, said NACo’s chief economist Teryn Zmuda. “Nearly 90 percent of counties indicate that COVID-19 is currently straining their county budget, which includes counties of all sizes,” she said. “More than half of counties have indicated that they have already lost revenue, and 95 percent have indicated that they anticipate further revenue loss related to COVID-19.”

The **Federal Reserve** is also standing up a lending facility to buy state and municipal bonds, but access to that facility will be limited to cities with more than 500,000 residents. Unlike the federal government, states and localities have limited borrowing ability. Even those with the best credit ratings can’t borrow as cheaply as the federal government. Most are constitutionally prohibited from running deficits, and bonds issued now will constrain budgets for years.

“State and local [governments] have tight constraints — they really have to cut spending when income falls,” said J.W. Mason, a fellow at the Roosevelt Institute and economics professor at John Jay College, University of New York. “When they do that, it hurts everyone that works for the state and everyone that does business with the state.”

“It means we’ll still be looking at a depression even after the immediate crisis is over,” he added. “So, if you don’t want the economy to go into a depression, you have to do something about state and local budgets.”

'Every state has the same problem'

Some conservatives have argued that Congress has already done enough, and that bailing out states would reward the behavior of state legislatures that didn't save for a downturn.

"Illinois had about 15 minutes' worth of rainy-day revenue, whereas other states have an entire year's worth of revenue," said Rachel Greszler, a research fellow at the conservative Heritage Foundation. "So, bailing them out, and just saying we're going to provide whatever funds you need to keep you whole, disproportionately benefits those states that have not done the right thing and have not acted in a fiscally responsible way, and ... encourages that same type of bad behavior going forward."

"That's just, frankly, insane," said Mason. "The disease that's striking state and local budgets now has nothing to do with deficits in the past."

Other conservative economists agree with Mason. "It's obviously ridiculous," said AEI's Veuger. "The moral hazard argument is very bad in this situation."

Some states asking for money now had maintained healthy budgets. While Illinois has chronically underfunded its pension obligations, Wisconsin had its funded at more than 100 percent heading into the crisis.

"Based on unemployment claims, it seems like every state has the same problem," said Veuger, adding that he has heard concerns about Republicans opposed to a "blue-state bailout." "But I don't get a sense that the red states are going to come out of this any better," he said.

"Maybe there is someone who wants to say, 'Let the country go into a depression to punish the irresponsible legislators in Illinois,'" Mason said. "The best way to turn a downturn into a depression is to let falls in income lead to falls in spending, which leads to more falls in income and more falls in spending."

Greszler also argued that saving state budgets could delay reopening the economy. "If the federal government is going to cover all the shortfalls, they have the incentive to delay reopening as long as they want," she said.

Other economists have argued that reopening businesses too soon, allowing the pandemic to return, would be worse for the economy in the long run.

Congress already made the mistake of not helping states out in the 2008-09 recession, said Mason. "All the spending at the federal level was canceled out by the decline of spending at the state and local level," he said. "I don't think anybody is going to argue that experience improved the quality of budgeting, but what it did do was create that jobless recovery we experienced."

Battle lines forming over next round of coronavirus aid

Top Democrats pledge quick action on 'bold' package, but McConnell wants more time for debate

By [David Lerman](#) / Roll Call / Posted April 23, 2020

By week's end, the fourth coronavirus relief package is almost certain to become law. But passing a fifth one, which lawmakers have already promised, is shaping up to be a far more costly and contentious undertaking.

President Donald Trump called this week for a new bill providing aid to state and local governments, infrastructure spending, a payroll tax cut and tax breaks for restaurants, sports and entertainment interests.

Senate Minority Leader Charles E. Schumer told reporters he would push for a “big, bold, broad” package that would include money for infrastructure, housing, election security, a “heroes fund” for frontline workers and first responders, a postal service rescue and “robust” state and local aid.

Speaker Nancy Pelosi has her own wish list that includes extending enhanced unemployment insurance benefits past their current July 31 expiration, and another round of tax rebate checks. She also wants more money to protect the integrity of elections and let people vote by mail.

But Senate Majority Leader Mitch McConnell made clear he intends to pump the brakes on any new major spending initiative. Within minutes of the Senate passing the fourth relief measure Tuesday, the Kentucky Republican held a news conference to signal a go-slow approach amid concern about rising debt. “Let’s see what we’re doing that’s succeeding, what is not succeeding, what needs less and what needs more,” McConnell said. “Let’s weigh this very carefully because the future of our country, in terms of the amount of debt we’re adding up, is a matter of genuine concern.”

The House is taking up that \$483 billion package, which Trump says he’ll sign, on Thursday. Even before the latest aid bill emerged, independent forecasters said they expect this year’s budget deficit to nearly quadruple the pre-coronavirus estimate, reaching nearly \$4 trillion. That amount of red ink in a single fiscal year would dwarf the deficit peak of \$1.4 trillion during the Great Recession and, as a share of the economy, approach levels not seen since World War II.

The current legislation, combined with aid packages enacted last month, is likely to add nearly \$2.5 trillion to deficits over the coming decade, according to estimates from the Congressional Budget Office.

Treasury Secretary Steven Mnuchin tried to push back against debt concerns when pressed on the point in a Fox Business interview Wednesday. “The good news is interest rates are very low, so the cost of carrying the debt to the American taxpayer is quite low,” he said. “But I think we’re all sensitive to that this is a war and we need to win this war and we need to spend what it takes to win the war.” Even so, he said, “we are sensitive to the economic impacts of putting on debt. That’s something that the president is ... reviewing with us very carefully.”

Ideological clashes

Assuming debt concerns are overcome, several other ideological clashes promise to trip up negotiations.

Among the biggest stumbling blocks may be how and whether to provide additional aid to state and local governments suffering revenue losses from the economic shutdown. The \$2 trillion package enacted last month provided \$150 billion to states and localities for coronavirus relief, but there is nothing in this week’s bill to augment that aid.

States and local governments are begging for more relief, the cost of which will only rise the longer the pandemic forces businesses to stay closed. A bipartisan plan from Sens. Bob Menendez, D-N.J., and Bill Cassidy, R-La., calls for a \$500 billion infusion into state and local coffers to replenish shrinking revenue.

But McConnell suggested Wednesday he would resist more direct federal aid to states. States could seek bankruptcy protection instead of asking “the federal government to borrow money from future generations to send it down to them now,” McConnell said on conservative commentator Hugh Hewitt’s radio show. “That’s not something I’m going to be in favor of.”

Lawmakers are also likely to clash over proposals to extend unemployment insurance benefits. The third relief package increased those benefits by \$600 a week through the end of July, at a cost of about \$268 billion over a decade. Pelosi has suggested extending those payments into the fall. But several Republican senators opposed that provision last month.

Sen. Lindsey Graham, R-S.C., and others said the enhanced benefit would allow many low-wage workers to earn more on unemployment than they did at work, a disparity that would make it harder for employers to hire back needed workers when they reopen. Democrats dismissed that concern, saying the enhanced benefit was only temporary and that most workers still want a steady job.

Infrastructure could be another costly component, although it’s unclear how it would be handled. Pelosi suggested earlier this month that it would be treated separately from coronavirus relief, but Trump and Schumer appear eager to include it in the next aid package. Before the pandemic took hold, Democrats and Trump endorsed the concept of a \$2 trillion initiative to build and renovate roads, bridges, water systems, airports and more. But they have never agreed on how to pay for it. Borrowing the money, as part of coronavirus relief, might avoid a financing fight.

It’s also not clear whether the next package would include more funding for a popular small-business program enacted last month which offers up to two months’ of loan forgiveness to keep workers employed. This week’s bill provides \$310 billion to replenish a \$349 billion loan fund that ran dry in less than two weeks.

“We would expect this is the last tranche,” Mnuchin said Wednesday on Fox Business. “But obviously, we can always reconsider that but this is a lot of money going out.”

Money for election security would also trigger a fight. Democrats are pushing to help states provide for voting by mail with up to \$4 billion, but Republicans have been resistant to the idea.

Lobbyists ready to pounce

Then there’s the inevitable lobbying from stakeholder groups across the country, all with what they deem an airtight case for relief from COVID-19’s grip.

With pension assets pummeled by the stock market crash, **construction and engineering firms and unions** want help meeting onerous obligations to retirees they say could bankrupt them and put millions more out of work, for example.

On Wednesday, **the distilled spirits industry**, citing resources siphoned off into making hand sanitizer instead of their usual wares, weighed in with a pitch for relief from excise taxes, plus grants and low-interest loans. The industry letter included some microtargeting at McConnell and Schumer, from the heads of the Kentucky Distillers’ Association and New York State Distillers Guild.

And it’s still unclear under what conditions a new package would be conceived, drafted and debated. With Congress in a prolonged recess, this week’s bill was drafted mostly through phone calls and emails among congressional leaders and staff.

McConnell said he wants the next bill to be handled differently, with Congress back in regular session. "My view is we ought to bring everybody back, have full participation," he said at his news conference. That plan could hinge on when lawmakers can safely return to the Capitol for an extended period. Congress is tentatively scheduled to reconvene on May 4 — but that timing may be up to a virus that scientists still can't quite get their arms around.

Trump signs coronavirus aid bill for small business, hospitals ***Nearly \$500 billion package got lopsided support after testy negotiations***

By Jennifer Shutt / Roll Call / Posted April 24, 2020

President Donald Trump on Friday signed a \$483 billion COVID-19 economic assistance package, the fourth and likely not the last installment of pandemic relief Congress will send him.

The so-called interim bill materialized after it became clear two weeks ago that the Small Business Administration was close to burning through \$349 billion in new forgivable loans to firms that use the money to keep employees on payroll. The package would replenish that program, enacted as part of the broader \$2 trillion coronavirus aid package last month, with another \$321 billion.

Even that amount may not be sufficient for long, however, some experts have warned. Through last week, nearly 1.7 million small businesses received aid, the SBA reported. According to the latest Census Bureau data, there were close to 6 million employers with 500 or fewer workers, not counting other firms that meet the criteria.

During the negotiations, Democrats secured another \$75 billion for hospitals and other health care providers, on top of \$100 billion in last month's bill. They also were successful in adding \$25 billion for expanded COVID-19 testing, including funds to cover tests for those without health insurance.

The Senate approved the bill Tuesday by voice vote, with the House following Thursday by a lopsided 388-5 vote. Negotiations took about two weeks and included some tension between Republicans and Democrats, though much harder-to-resolve issues have already begun cropping up as talks on a fifth aid package begin.

The next round of talks are likely to last much longer, given Senate Majority Leader Mitch McConnell's pledge to slow things down given the rampant deficit spending that's occurred thus far. The cost to taxpayers of the laws signed since March is more than \$2.4 trillion, according to the Congressional Budget Office.

One of the largest sticking points in the next bill will be how to help state and local governments address severe budget shortfalls that are only getting worse as tax revenues continue to decline amid the stay-at-home orders. Democrats wanted the just-passed bill to include \$150 billion in aid, but were unsuccessful. The National Governors Association said \$500 billion was needed to avoid steep cuts to schools and other public services.

The next round of talks will also include debate about mail-in voting for November's election, how to bolster infrastructure spending and whether health care and other "front line" workers should get hazard pay.

For the time being, McConnell said he doesn't want to engage in serious debate until that chamber returns to Washington on May 4. The House is also scheduled to return that week, though that could be pushed back amid concerns about the health of lawmakers and staff.

Coronavirus aid bill OK'd for Trump's signature

Measure provides nearly \$500B for small businesses, hospitals; bigger fight to come next month

By [Jennifer Shutt](#) / Roll Call / Posted April 23, 2020

House lawmakers returned to Capitol Hill en masse Thursday to clear a \$483 billion COVID-19 aid bill — the first time in nearly a month that chamber has gathered for a vote amid the pandemic.

House leadership hoped to clear the bill through unanimous consent, significantly reducing the number of lawmakers who had to return to Washington, but the likelihood at least one lawmaker would object led them to call members back. Following nearly four hours of debate, the House voted 388-5 to send the package to President Donald Trump, who says he will sign it. The Senate approved the measure Tuesday by voice vote with six senators on the floor.

Four House Republicans voted against the package: Andy Biggs of Arizona, Ken Buck of Colorado, Jody B. Hice of Georgia, and Thomas Massie of Kentucky. They were joined by one Democrat: New York's Alexandria Ocasio-Cortez. Justin Amash, I-Mich., voted 'present.'

Congressional approval marks the end of a two-week, bitterly partisan fight between Republicans, who initially wanted a two-page bill to put more money into the Small Business Administration's so-called Paycheck Protection Program, which burned through \$349 billion in about two weeks. Democrats weren't about to give up their leverage on other priorities so easily, however, and wound up securing aid for smaller businesses in low-income areas and more money for cash-strapped hospitals, as well as funding to expand coronavirus testing.

Democratic leaders and Treasury Secretary Steven Mnuchin, with input from GOP leaders on Capitol Hill, finally reached agreement Tuesday, shortly before Senate passage. The legislation would provide:

- \$321 billion for the **Paycheck Protection Program's forgivable loans** to cover payroll and other fixed costs for small businesses. Of that figure, \$60 billion is reserved for smaller lenders.
- \$50 billion to backstop some \$350 billion in additional **emergency disaster loans for small businesses**, another oversubscribed program that's out of money, along with \$10 billion for grants of up to \$10,000 each that disaster loan recipients can obtain.
- \$75 billion for **hospitals and other health care providers**, and \$25 billion for **COVID-19 testing**.

Millions more unemployed

The bill's passage follows yet another dismal jobless report earlier Thursday, when the Labor Department announced 4.4 million more Americans filed for unemployment insurance last week, bringing the total to more than 26 million people out of work in the past five weeks.

Top Democrats, and Trump himself to an extent, have already pledged support for another round of aid that could pick up items left out of the current bill, like money for states and localities that are experiencing steep budget shortfalls exacerbated by the pandemic.

Senate Majority Leader Mitch McConnell says he opposes more state and local aid beyond the \$150 billion provided last month, however, and he's also wary of tacking more debt onto the national credit card without extensive debate involving the full Senate. "We're not ready to just send a blank check down to states and local governments to spend any way they choose to," McConnell said Wednesday on conservative commentator Hugh Hewitt's radio show.

And Democrats want to tack on an extension of new jobless benefits through the fall, which Republicans and some small businesses say are too large to compete with to hire back workers when their doors reopen. All of which promises an extended fight starting as early as next month, when both chambers theoretically will return to session. Senate Minority Leader Charles E. Schumer said Tuesday that Democrats want the next bill to be “big, broad and bold” — a far cry from the go-slow approach his GOP counterpart is recommending.

For the moment, however, House debate on the “interim” aid measure was overwhelmingly supportive, though several lawmakers traded familiar partisan barbs.

“Our work is not done. Everyone knows this is not enough and due to Republican opposition, this package fails to provide necessary relief to our local, state and tribal governments,” said Rep. Ben Ray Luján, D-N.M.

House Majority Whip James E. Clyburn, D-S.C., said the final bill only provides help for “unbanked” communities — where small businesses struggled to get SBA loans because they lacked relationships with larger, traditional banks — because Democrats held their ground in the negotiations.

House Ways and Means ranking member Kevin Brady, R-Texas, urged his colleagues to vote for the bill, saying “it is targeted, it will have an immediate impact and it deserves strong bipartisan support.”

But Brady took aim at Speaker Nancy Pelosi for not acquiescing to the administration's original request to simply increase funding for the small-business loan program, and worry about other issues later. “It is unfortunate that Speaker Pelosi decided to hold up this bill nearly 16 days while small business and their workers desperately fought to hold on,” Brady said.

“Nothing could be further from the truth,” Pelosi shot back during floor debate. She said any delay was caused by Republicans who “refused to accept the fact that we needed \$100 billion for our hospitals and our testing, that we needed more money for those who do not have sophisticated banking relationships.”

Gloves, face masks for all

Even though the content of debate was somewhat familiar, the structure was significantly different than debate on the \$2 trillion aid package enacted last month. During that House debate, lawmakers packed into the chamber only separating themselves by one seat. Before walking onto the House floor Thursday, members walked past tables with disposable gloves and face masks — a reminder of the disease that so far has infected nearly 850,000 Americans and claimed the lives of 47,000.

Nearly all of the members on the floor wore disposable face masks, though House Rules Chairman Jim McGovern, D-Mass., sported a homemade New England Patriots face mask.

Voting on the aid bill was also much different than anything members experienced before, with lawmakers assigned to one in a series of nine groups to reduce the number of people on the floor at one time. The socially distanced voting series took about two hours to complete.

Karl A. Ohls

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NORTH STAR GROUP

Memorandum

Date: April 14, 2020

To: John Moosey, Borough Manager
Nick Spiropoulos, Borough Attorney
Matanuska-Susitna Borough

From: Jack Ferguson Associates / North Star Group

Re: Congressional economic relief package information

In the \$2 trillion Coronavirus Aid, Relief, and Economic Security Act (CARES Act) package that passed the Senate on March 25, 2020, \$150 billion is allocated to state, tribal, and local governments, with \$8 billion reserved exclusively for tribal governments.

The minimum payment is \$1.25 billion per state, to be paid within 30 days of enactment. After the base amount is allocated, the remainder is divided proportionally among all other states based on population. (After subtracting the minimum amounts for each state, as well as the \$3 billion for DC and territories plus \$8 billion for tribal governments, there remains \$76.5 billion to be proportionally allocated. For Alaska, this would equal roughly \$172 million in additional funding, bringing the expected total funds for the state to approximately \$1.297 billion.)

Local governments are eligible to directly receive a portion of their state's allocation based on a formula. (Local governments meeting the established criteria are eligible to receive 45 percent of the state's total allocation multiplied by the proportion of the state population residing in that local government unit. For example, NYC is home to 44 percent of New York State's population. Under this formula, the city would directly receive 19.8 percent of the funds given to New York State.)

For purposes of this relief package, local governments comprise all non-tribal units of government below the state level with a population greater than 500,000. This means that the entire allocation will be distributed to the State of Alaska, as no local government entities are eligible.

Distributions to tribal governments are determined by the Secretary of the Treasury in consultation with the Secretary of the Interior and Indian tribes. While discretionary, the

allocations are intended to be based on increased expenditures of tribal governments relative to those of the previous year.

Funds must be used exclusively to cover necessary expenditures relating to COVID-19 that were not accounted for in the most recent budget (as of enactment) of each state, local or tribal government. These costs must be incurred between March 1, 2020 and December 30, 2020.

The Inspector General of the Department of the Treasury holds oversight authority over these funds. If any of these funds are found to violate the criteria above, they will become debts to the U.S. Treasury and must be repaid.

PoliticoPro list of CARES Act beneficiaries

BEEFED-UP UNEMPLOYMENT BENEFITS

What they got: People who are unemployed would get an extra \$600 per week for up to four months on top of state unemployment benefits to make up for 100 percent of lost wages. The final agreement provides an extra month of unemployment benefits than what Senate Republicans had originally sought.

Why it matters: A group of GOP senators threatened Wednesday to block a fast-tracked vote on the measure, arguing that some workers would actually get a raise over their actual pay. "We have incentivized people not to go back to work," Sen. [Lindsey Graham](#) (R-S.C.) said. Unemployment claims are also climbing by the tens of thousands every day in states across the country, and congressional negotiators acknowledge that benefits may need yet another boost through additional relief packages.

LOANS TO INDUSTRIES: \$500 BILLION

What they got: The Treasury Department would divvy up a \$500 billion pot of loans to struggling industries like airlines, and even cities and states.

Why it matters: Rules added to the bill will order an inspector general and accountability committee to oversee how the money is spent, rather than giving Treasury Secretary Steven Mnuchin broad power to cut the loan checks. Veterans of the 2008 bank bailout say, however, that [the effectiveness of that oversight will only be as strong as the chosen watchdogs](#) and how much power they really have.

CHECKS ON THE WAY

What they got: All U.S. residents with adjusted gross income up to \$75,000 (\$150,000 for married couples) would get a \$1,200 (\$2,400 for couples) "rebate" payment. They are also eligible for an additional \$500 per child. The payments would start phasing out for earners above those income thresholds and would not go to single filers earning more than \$99,000; head-of-household filers with one child, more than \$146,500; and more than \$198,000 for joint filers with no children.

Why it matters: People who don't pay taxes, such as those with very low incomes, may be hard to reach the way the program is designed.

AID TO AIRLINES: \$58 BILLION

What they got: Airlines would receive \$29 billion in grants, and \$29 billion in loans and loan guarantees, as well as a reprieve from paying three of their major excise taxes on the price of a ticket, the fuel tax and a cargo tax. That funding comes with strings, though — no stock buybacks, and limits on executive compensation, to start. Half the funds would go toward "the continuation of payment of employee wages, salaries, and benefits" while the other half would go to loans and loan guarantees for passenger airlines, repair stations and ticket agents — subject to conditions.

Why it matters: This is the amount that the industry sought. The bill doesn't include some conditions that Democrats wanted, like commitments to cutting emissions. The Association of Flight Attendants-CWA cheered the bill, saying the grants in particular would "save hundreds of thousands of jobs."

PRIZE FOR RETAINING PAYROLL

What they got: Businesses would get a tax credit for keeping idled workers on their payrolls during the coronavirus pandemic, so long as the businesses meet certain criteria. They would get a refund for half of what they spend on wages, up to \$5,000 per worker.

Why it matters: To qualify, businesses have to prove they took a 50 percent loss compared to the same quarter in years past. And to keep companies from double-dipping on aid under the bill, employers won't be able to get special SBA loans if they opt for the tax credit.

STATE AND LOCAL GOVERNMENTS: \$150 BILLION

What they got: The agreement would provide \$150 billion for state and local governments, with \$8 billion set aside for local governments, which are bleeding tax revenue as only essential businesses remain open and unemployment claims climb by the tens of thousands every day.

Why it matters: Congressional negotiators are already talking about a fourth legislative relief package that could include more money for state and local governments. Governors warned this week that their [states are running out of funding to fulfill the skyrocketing number of unemployment claims](#), and could face multibillion-dollar budget shortfalls in the weeks and months to come. The funding the stimulus provides is only a "drop in the bucket" compared to the need, New York Gov. Andrew Cuomo said.

EMERGENCY ASSISTANCE FOR SCHOOLS: \$30 BILLION

What they got: The final package provides more than \$30 billion in emergency education funding for colleges and universities, states and school districts.

Why it matters: House Democrats initially called for double that amount and certain education groups have asked for significantly more help, urging the government to contribute far more toward special education costs, for example.

NO HELP FOR THE 'HOMEWORK GAP'

What they got: The deal is likely to omit funding that both lawmakers and the Trump administration sought to close the "homework gap," the term used for the difference between families with internet connections and equipment and those without. Democrats had wanted at least \$2 billion to go directly to an FCC subsidy program that helps schools and libraries connect to the internet, while FCC Chairman Ajit Pai requested \$50 million for a pilot program geared specifically toward helping schools.

Why it matters: Millions of students are now stuck at home during the pandemic without a way to continue their studies online. Advocates will continue pushing for assistance.

HOSPITALS GET THEIR WISH: \$100 BILLION

What they got: Health care providers would secure \$100 billion in grants to help fight the coronavirus and make up for dollars they have lost by delaying elective surgeries and other procedures to focus on the outbreak. They would also get a 20 percent bump in Medicare payments for treating patients with the virus.

Why it matters: This figure is exactly what three powerful groups representing physicians, hospitals and nurses had demanded, though for-profit hospitals were lobbying for much more. But there are still questions about whether there will be significant guardrails on how the money will be split up. The coronavirus will hit rural hospitals especially hard, since they already operate on thin margins and have limited staffing capacity. Some lawmakers have been working to ensure enough money goes to those sites.

MINIMAL AID FOR INSURERS

What they got: Insurers wanted an emergency fund to offset big losses stemming from the pandemic, as well as premium subsidies to help fund temporary "COBRA" coverage for laid-off workers. They got none of that, although the legislation aims to protect them from price-gouging on coronavirus tests.

Why it matters: Officials in the health care industry don't really know how much money plans will lose during the crisis. While insurers are probably saving money from mass cancellations of expensive elective procedures, they are still bracing for unprecedented numbers of hospitalizations. Insurers also already got a \$16 billion gift when Congress repealed Obamacare's health insurance fee in December.

TELEMEDICINE INVESTMENT: \$200 MILLION

What they got: The Trump administration would get \$200 million for boosting Skype-style health checkups by investing in services and devices that help health care providers connect remotely with patients.

Why it matters: The FCC helps run a [rural health care program](#) devoted to subsidizing the connectivity for health care providers, which gives it some stake in telehealth. The total jives with what FCC Chairman Ajit Pai requested earlier this month. This represents just the FCC's stake in telemedicine, not other parts of the government.

EMPLOYERS AND SELF-EMPLOYED INDIVIDUALS

What they got: They would get to defer the 6.2 percent tax they pay on wages that is used to fund Social Security.

Why it matters: The deferred tax would have to be paid over the following two years: half by Dec. 31, 2021, and the other half by Dec. 31, 2022.

RETAIL TAX FIX

What they got: Retailers, restaurateurs and hotels will be able to immediately deduct from their taxes what they spend on property improvements. They were supposed to get the write-off in the 2017 tax overhaul, [H.R. 1 \(115\)](#), but a glitch actually made them worse off.

Why it matters: While the fix will help by letting businesses file amended refunds from prior years, it isn't enough on its own to dig out those industries, which are among the hardest hit by mandatory shutdowns and social distancing directives.

PROPPING UP THE POSTAL SERVICE

What they got: The final bill would provide the already-underwater U.S. Postal Service with a \$10 billion Treasury loan to stave off total insolvency, but not a direct infusion of emergency cash. House Democrats had wanted a \$25 billion appropriation to keep the federal carrier going amid the pandemic, in addition to language that would wipe out its \$11 billion debt.

Why it matters: Democrats have warned that fallout from the virus could decimate the U.S. Postal Service by June, absent action from Congress. While the independent agency now has some extra borrowing authority, it could require more direct aid in future legislative packages to stay afloat.

FOOD STAMPS AND CHILD NUTRITION: \$25 BILLION

What they got: The stimulus includes nearly \$25 billion for food assistance, including nearly \$16 billion for SNAP and nearly \$9 billion for child nutrition.

Why it matters: Senate Democrats were unable to secure a 15 percent increase to households' SNAP benefits. Congressional leaders acknowledge that they may need to provide additional rounds of food assistance in future legislative relief packages.

RELIEF FOR FARMERS, RANCHERS: \$24 BILLION

What they got: Nearly \$24 billion, including \$14 billion for an obscure Depression-era financial institution that USDA has wide discretion to use to stabilize the farm economy. Another \$9.5 billion would be set aside for emergency aid for the agriculture sector, including cattle ranchers and fresh fruit and vegetable growers.

Why it matters: More aid might be on the way. Republican senators from major cattle producing states, like Sen. [John Hoeven](#) (R-N.D.), initially sought to replenish the Depression-era program with \$20 billion, as well as increase USDA's borrowing authority from the institution to \$50 billion.

NO CASH FOR THE OIL STASH

What they got: The bill does not include the \$3 billion Trump sought to fulfill his [promise this month of filling the country's oil stockpile "right up to the top"](#) as a way to aid U.S. drillers amid a price decline. Democrats also failed to clinch language extending tax breaks for renewable energy industries.

Why it matters: This fight isn't over. Congress has made plenty of deals in the past that combine something for clean energy companies with something for the oil industry — most recently in 2015 when lawmakers agreed to end a ban on oil exports and extend several tax breaks for renewable energy.

PENTAGON PLUS-UP: \$10.5 BILLION

What they got: The Defense Department would field an infusion of \$10.5 billion, including \$1.5 billion for the National Guard to deploy up to 20,000 on-call soldiers to help state response teams fight the coronavirus over the next six months. The bill would also spend \$415 million on research and development work at the Pentagon, aimed at developing vaccines and antiviral medicine.

Why it matters: The bipartisan rescue package gives the DoD well above the \$8.3 billion the Trump administration requested and what House Democrats wanted.

CRUISE INDUSTRY RELIEF

What they got: The deal does not appear to include any direct funding for the ailing cruise ship industry, which has been devastated by the pandemic.

Why it matters: Trump has called the cruise industry a “prime candidate” for federal assistance and a “great and important industry,” so look for further efforts from the administration to support the struggling sector.

DISTILLERIES

What they got: Distilleries received a temporary exemption from an excise tax for alcohol they use to make hand sanitizer that’s produced and distributed within Food and Drug Administration guidelines.

Why it matters: While Americans are drinking more at home with their local watering holes closed, the liquor supply may come up short

NON-BINDING MEMORANDUM OF UNDERSTANDING

Between:

Alaska Industrial Development and Export Authority
of 813 West Northern Lights Blvd., Anchorage, Alaska 99503
“(AIDEA)”

and

Matanuska-Susitna Borough
of 350 E Dahlia Ave, Palmer, Alaska 99645
“(MSB)”

and

Nova Minerals Limited (ACN: 006 690 348)
Suite 602, 566 St Kilda Rd, Melbourne, VIC, 3004
“(Nova)”

1. Duration of MOU

This is a non-binding Memorandum of Understanding (MOU) between AIDEA, MSB and Nova. The MOU will be effective from the date on which this MOU first becomes fully effective by all Parties as evidenced by the date of signature below (the “Effective Date”). The MOU will expire on the third anniversary of the Effective Date, unless otherwise extended by written agreement between the parties. Any party may terminate the MOU earlier for any reason at any time upon delivery to the other parties of written notice of termination.

2. Scope

- a) AIDEA, MSB and Nova are committed to maintaining a positive and cooperative working relationship.
- b) AIDEA, MSB and Nova are committed to an open public process and stakeholder engagement.
- c) AIDEA, MSB and Nova are committed, where practicable to work collaboratively to deliver an all-season industrial access road to the Yentna Mining District of Alaska, to provide access to MSB lands (consistent with current objectives), State of Alaska, and others.
- d) The parties recognize as a public entity the MSB’s interest is in providing public access to MSB controlled properties and resources.
- e) As part of the parties’ mutual commitment, AIDEA, MSB and Nova will act in accordance with the spirit and intent of this MOU, even though neither party intends that it be legally binding.
- f) Nova will invest a sum of US\$100,000.00 for West Susitna Access Road - Phase II studies within the consortium to be arranged for such Phase II by AIDEA and MSB.
- g) Nova to fund on a pro-rata basis at a minimum for further studies and development for West Susitna Access Road studies and development within the consortium to be arranged for said works by AIDEA and MSB.

- h) Nova to provide human resources and further synergy by providing aircraft support for Phase II studies whilst Nova's exploration programs underway to minimise costs utilising aircraft on-site where directed by AIDEA and MSB as and if required.

3. Goals and objectives

- a) To investigate the viability of permitting and constructing an all-season industrial access road to the Yentna Mining District of Alaska and Nova's Estelle Gold Project.
- b) To build upon the 2014 Roads to Resources study and advance the use of public lands, Alaska Statute (AS) 38.04.065, with local governmental and public involvement under AS 38.05.945, adopt, maintain, and, when appropriate, revise regional land use plans that provide for the use and management of State of Alaska-owned lands, and to identify important land resources that can be used for the maximum public benefit.
- c) Facilitate strategies to maximize the local economic benefit and job opportunities in the Mat-Su Borough as a result of responsible development of the Yentna Mining District.
- d) Establish the groundwork and collaboratively develop a plan for salmon habitat.
- e) Provide access by AIDEA and MSB to Nova with regard to environmental and baseline work for the Estelle Gold Project conducted by the consortium for the purpose of assessing the suitability of potential routes for an industrial access road within the Yentna Mining District.
- f) Establish the groundwork and collaboratively develop a plan for an all-season industrial road to provide access.
- g) Provide a framework for AIDEA, MSB and the consortium to cooperatively engage with local communities and other project stakeholders to incorporate their input via public meetings and consultations.
- h) Identify areas requiring federal, state and local permitting, and facilitate support for obtaining such permits.
- i) Working collaboratively to establish an agreement for Nova's usage of the potential all-season industrial access road.
- j) Nova, in cooperation with AIDEA, MSB and any arranged consortium, to support, provide relevant resources and contribute financier contacts and assistance in investigating AIDEA-supported financing options for project infrastructure and other means to maximize local employment and other economic benefits. No specific terms will be discussed on payment for usage of the all-season industrial access road to the Yentna Mining District.

4. Meetings

- a) Meetings in relation to the subject of this MOU will be held at 813 West Northern Lights Blvd. Anchorage, Alaska 99503.

- b) To accomplish the purpose and objective set forth in the MOU, the parties will meet monthly.
- c) Meeting agendas and minutes will be prepared by a consortium representative to be determined
- d) AIDEA and the consortium participants will circulate meeting agendas to all parties relevant to the subject of this MOU to AIDEA, MSB and Nova no later than 7 days ahead of a scheduled meeting.
- e) The consortium will circulate minutes of meeting to all parties relevant to the subject of this MOU to AIDEA, MSB and Nova within 7 days of the meeting.

5. Reporting

- a) The consortium will report on suitability of potential routes for an industrial access road within the Yentna Mining District;
- b) The consortium to establish the groundwork to develop a plan for an all-season industrial road to provide access;
- c) The consortium will establish a process to engage the public and various stakeholders;
- d) AIDEA and the MSB to identify areas requiring federal, state and local permitting, and facilitate support for obtaining such permits; and
- e) AIDEA and the consortium to investigate AIDEA-supported financing options for project infrastructure and other means to maximize local employment and other economic benefits.

6. Confidentiality

The parties acknowledge that information disclosed by one party to the other (the disclosing party) in the course of the subject matter of this MOU may be confidential and unless required by law must not be disclosed to a third party except with the prior written consent of the disclosing party.

Information shared with AIDEA under this MOU will be treated as confidential so long as that information falls within one of the categories AIDEA can keep confidential under AS 44.88.215. AIDEA will treat this information as confidential without necessity of any further finding on AIDEA's behalf.

The parties recognize that as a public entity MSB is subject to MSB code, and State statute, and as such, cannot provide the same level of confidentiality as AIDEA and Nova.

7. Dispute resolution

- a) If a dispute or difference arises between the parties out of or in connection with this MOU, either party may give the other a written notice specifying the dispute or difference.
- b) Within 7 days of the date of the notice, a person holding a position of senior management of each party must communicate and undertake negotiations in good faith and on a without prejudice basis with a view to resolving the dispute or difference.

8. Variation

- a) The parties may agree to vary any of the requirements of this MOU. Such agreement must be in writing and signed by both parties.

SIGNATURES

Signed for Alaska Industrial
Development and Export Authority
“(AIDEA)” by its authorized
representative in the presence of:

Signature of witness

Signature of authorized representative

Name of witness

Name of authorized representative

DATE:

Title of authorized representative

Signed for Matanuska-Susitna Borough
“(MSB)” by its authorized representative
in the presence of:

Signature of witness

Signature of authorized representative

Name of witness

Name of authorized representative

DATE:

Title of authorised representative

Signed for Nova Minerals Limited
“(Nova)” by its authorized
representative in the presence of:

Signature of witness

Signature of authorized representative

Name of witness

Name of authorized representative

DATE:

Title of authorized representative

MEMORANDUM OF UNDERSTANDING

The Memorandum of Understanding ("MOU") is made effective as of this 23rd day of October, 2019, by and between the Matanuska-Susitna Borough ("MSB") and the Alaska Industrial Development and Export Authority ("AIDEA"), each a "Party" and collectively the "Parties."

The Parties recite that:

A. In 2014, the Alaska Department of Transportation and Public Facilities (DOT&PF) Roads to Resources program completed an extensive natural resources inventory and access corridor study known as the West Susitna Reconnaissance Study for Access to Resource Development Opportunities. The purpose of the study was to identify multiple resource development opportunities that can be accessed by one transportation corridor, thereby attracting multiple private sector investments across resources.

B. AIDEA's purpose is to promote, develop, and advance the general prosperity and economic welfare of the people of Alaska. One of the ways in which AIDEA pursues the fulfillment of this purpose is by supporting and encouraging the development of natural resources in Alaska. AIDEA has the statutory authority to finance, develop, and own and operate facilities and improvements, including roads and related infrastructure, that are intended for use in connection with the extraction, transportation and production of timber, metals, minerals, hydrocarbons, petroleum products and other resources (each a "Resource" and collectively known as "Resources").

C. MSB intends to plan, permit and construct an access route to the west side of the Little Susitna River. The Parties are exploring the possibility of building a multi-user transportation corridor within the MSB to the Little Susitna River and further west within the MSB in advancing the work initiated by DOT&PF. The Parties acknowledge that such road(s) and infrastructure could and may be used, subject to the appropriate permits and agreements, to access MSB's Resources, as well as enhancing MSB's fire suppression activities.

D. The Parties intend to foster partnerships with other Resource owners, both publicly and privately owned, whose commercial and business activities within the MSB will benefit from the development of road(s) and infrastructure.

E. The purpose of this Memorandum of Understanding (MOU) is to clarify rights, roles, responsibilities, and expectations of each Party for the phased feasibility analysis, due diligence and development of the West Susitna Access Road (the "Project").

NOW, THEREFORE, the Parties agree as follows:

1. COOPERATION. The Parties will work cooperatively, act in good faith, and use reasonable best efforts to coordinate activities and responsibilities with each other in pursuit of the Project. The parties will cooperate with one another and furnish each other with any information regarding the Project or the planned development of the Project that the other Party may reasonably request. No Party, however, shall be obligated to disclose to the other Party confidential, proprietary information or information that is required to be kept confidential under applicable law.

This MOU is non-exclusive for both Parties. Either Party may cooperate and work with any other third persons and/or entities regarding the Project. This MOU is not intended, and shall not be deemed, to create a partnership or joint venture between the Parties. Neither Party shall owe a fiduciary duty to the other Party.

2. PHASED DEVELOPMENT. The Project will be budgeted and progressively pursued in phases to be mutually agreed by the Parties.

Subject to the terms of this MOU, the Parties hereby agree to pursue Phase I of the Project and will seek to complete all agreed tasks for Phase I by December 31, 2019. The tasks for Phase I are agreed to be the following:

- a. Identification of the proposed and alternative transportation corridors;
- b. Gathering and acquiring digital data on the routes;
- c. Conducting field reconnaissance as required; and
- d. Defining the next phase(s) of the Project.

The Parties hereby agree that AIDEA engages HDR Alaska, Inc. (HDR) and the Department of Natural Resources – Division of Geological & Geophysical Surveys (DNR DGGGS) for their respective components of Phase I. The Parties have reviewed and approved detailed scopes of work and contract terms for Phase I of the Project and find the timeline acceptable to the Parties. The agreed scopes of work are attached as Exhibits B and C to this MOU.

3. BUDGET. The Parties will establish a project budget for each phase prior to the initiation of each phase of the Project.

The budget for Phase I of the Project is attached as Exhibit A. The Parties agree that costs for Phase I of the Project shall not exceed two hundred thousand dollars (\$200,000). The Parties shall share the costs of Phase I proportionately based on the following:

- a. MSB agrees to pay one-third of costs incurred, subject to a cap of \$50,000;
- b. AIDEA agrees to pay one-third of costs incurred, subject to a cap of \$50,000; and
- c. Funding will be raised from third party participants to pay one-third of costs incurred, subject to an initial cap of \$50,000 with an additional \$50,000 available as contingency to address incurred costs in excess of \$150,000.

MSB will provide its \$50,000 funding share up front to AIDEA who will also contribute its \$50,000 funding share to a designated project account held and controlled by AIDEA for Phase I of the Project. Third party participants will enter into a Contribution Agreement with AIDEA, attached as Exhibit A to this MOU. No funds will be disbursed from the designated project account, unless otherwise agreed to in writing by the Parties, until a full balance of \$200,000 is achieved.

Any expenditures to be incurred that exceed the Phase I Budget will require the written approval of the Parties. Any funded amounts which have not been disbursed from the project account at the end of

the term of Phase I shall be refunded to the Parties and to any third party participants upon their written request, unless otherwise agreed to in writing by the Parties and the third party participants.

4. **ROLES.** The Parties shall have to the following roles and responsibilities:

a. MSB will:

- i. Lead the designation of the proposed and alternative transportation corridors;
- ii. Identify Resources owned by MSB along the proposed and alternative transportation corridors and assist AIDEA in determining programs to achieve the economic value of the Resources; and
- iii. Represent the Parties as applicant in all applicable approvals or permits necessary for the Project and lead discussions with federal, state and other local governmental entities (if any) regarding the Project.

b. AIDEA will:

- i. Engage HDR as consultant to undertake the agreed Phase I scope of work and lead communications between HDR and the Parties;
- ii. Engage DNR DGGG to acquire, process, and distribute to AIDEA airborne Light Detection and Ranging (LIDAR) elevation data under a Reimburseable Services Agreement;
- iii. Manage disbursements from the designated project account;
- iv. Use commercially reasonable best efforts to raise \$100,000 in committed Phase I funding from third party Resource owners;
- v. Identify and approach other third party Resource owners that will benefit from the Project to participate in future phases of the Project;
- vi. Determine and structure the finance plan for the Project phases.

c. MSB and AIDEA will jointly prepare and facilitate strategies to maximize the local and regional economic benefits and job opportunities associated with the Project.

5. **RIGHTS.** Except as provided for under Section 9 of this MOU, each Party to this MOU shall have full access and rights to use the data, reports, studies, analysis or any other work product produced under this MOU for any purposes determined at the sole discretion of that Party.

6. **NO COMMITMENT.** Nothing in this MOU obligates the Parties to take any specific action with respect to the Project other than Phase I. Nothing in this MOU obligates AIDEA to provide any financing for the development of the Project.

7. **TERMINATION.** The MOU may be terminated:

- a. By mutual consent of the Parties;
- b. For convenience of one Party, provided that the terminating Party notifies the other Party of its intent to terminate at least thirty (30) days prior to the effective date of the termination; or

- c. For cause, by either Party where the other Party fails in any material way to perform its obligations under the MOU. Termination for cause requires the terminating Party to notify the other Party of the intent to terminate, stating with reasonable specificity the grounds therefore, and the termination for cause shall be effective only if the other Party fails to cure the failure to perform within (30) days after receiving the notice.

Notwithstanding a termination, each Party will remain obligated to fund its share of the Phase I Budget, and any other approved budgets for subsequent phases of the Project, with respect to those costs that cannot be avoided or that must be incurred in closing out a contract or previously approved task order.

8. THIRD PARTY CLAIMS. Each Party will bear its own costs (including attorney's fees) with respect to any third-party claim brought against one or both of them that arises from or is related to this MOU.

9. CONFIDENTIALITY. The Parties acknowledge that their records with respect to the Project and matters connected to it are generally available to the public for inspection upon request.

In the event MSB desires AIDEA to keep confidential any information or records that MSB provides to AIDEA, MSB must specifically request that the Executive Director of AIDEA determine that the information or records be treated as confidential and MSB must demonstrate to AIDEA that the information or records are within the categories established in AS 44.88.215 or are confidential under other applicable law. Upon MSB complying with the preceding sentence, AIDEA shall keep all such information and records confidential pursuant to the provisions of AS 44.88.215.

The Parties acknowledge that certain documents and records related to this MOU or the Project may be subject to the attorney-client privilege. Nothing in this MOU is intended or will alter the Parties' ability or authority to maintain the privilege within their own respective organizations.

10. Governing Law; Forum Selection. This MOU and the rights of the parties under it are governed by the law of the State of Alaska. Any judicial proceeding arising out of or related to this MOU shall be filed and heard in the Superior Court for the State of Alaska, Third Judicial at Anchorage, and not elsewhere.

11. Amendments. Any Party may request changes to this MOU. Any changes, modifications, revisions or amendments to this MOU must be in a written instrument, which shall be effective when executed and signed by both of the Parties.

12. Third-Party Beneficiary Rights. The Parties do not intend to create in any other individual or entity the status of a third-party beneficiary, and this MOU shall not be construed so as to create any third-party rights.

13. Assignment. No Party may assign its rights or delegate its duties under this MOU to any other person or entity without the prior written consent of the other parties to the assignment or delegation.

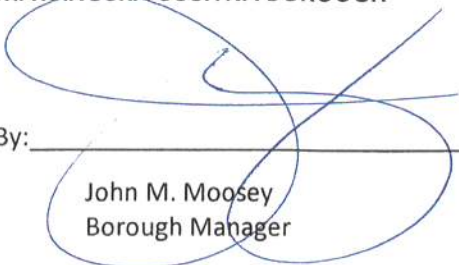
14. Expiration. Unless sooner terminated as provided for in Section 7, this MOU and the Parties obligations under it expire three years after the effective date first stated above. The Parties, however, may extend this MOU by mutual written consent.

IN WITNESS WHEREOF, the parties to this MOU through their duly authorized representatives have executed this MOU effective as of the date first written above.

**ALASKA INDUSTRIAL DEVELOPMENT
AND EXPORT AUTHORITY**

By: 
Thomas Boutin
CEO & Executive Director

MATANUSKA-SUSITNA BOROUGH

By: 
John M. Moosey
Borough Manager

EXHIBT A

WEST SUSITNA ACCESS CONTRIBUTION AGREEMENT

This West Susitna Access Contribution Agreement (the "Agreement"), dated as of _____, 2019 is hereby entered into by and between the Alaska Industrial Development and Export Authority (hereinafter "AIDEA") and _____, a party which may own, develop or use (hereinafter collectively or individually "ODU") resources in the Susitna Region.

WHEREAS, in 2014, the Alaska Department of Transportation and Public Facilities (DOT&PF) Roads to Resources program completed an extensive natural resources inventory and access corridor study known as the West Susitna Reconnaissance Study for Access to Resource Development Opportunities. The purpose of the study was to identify multiple resource development opportunities that can be accessed via one or more transportation corridors, thereby attracting multiple private sector investments for resource development.

WHEREAS, on or about October 23 2019, AIDEA and the Matanuska Susitna Borough (hereinafter "MSB") entered into a Memorandum of Understanding (hereinafter "MOU" and attached to this Agreement as Exhibit A), and the MOU is intended to initiate a phased feasibility analysis, due diligence and development of a West Susitna Access Corridor (hereinafter "Project"); and

WHEREAS, AIDEA is seeking contributions for the purposes of funding advance field work and acquiring digital data known as Lidar for potential transportation corridor routes as described in the MOU (hereinafter "Phase 1 Work"); and

WHEREAS, ODU desires to make a contribution in order to obtain the rights to and license in, as may apply, all of the data, technical reports and related information acquired and produced as a result of Phase 1 Work; and

WHEREAS, ODU understands that AIDEA has established and will administer a bank account for Phase 1 Work expenses relating to the Project (hereinafter "Project Account"), with a contingency of \$50,000 for potential cost overruns (hereinafter "Contingency"). The Phase I Work Budget is not to exceed \$200,000.

NOW, THEREFORE, in consideration of the mutual covenants, terms and conditions set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. AIDEA and MSB Funding

With the execution of the MOU, AIDEA has deposited \$50,000 into the Project Account and the MSB has deposited an additional \$50,000 into the Project Account.

2. ODU Capital Pool

Funds from participating ODU and other ODUs will be credited to a capital pool (the "Capital Pool"), the purpose of which is to raise \$50,000 to be spent on the Phase I Work and an additional \$50,000 for the Contingency.

3. ODU Contribution

ODU agrees to contribute \$ _____ to the Capital Pool.

4. Return of Unused Funds

The Parties hereby covenant and agree that if the total cost of the Phase I Work does not exceed \$150,000.00, all remaining funds of the Capital Pool shall be returned to participating ODUs as agreed amongst themselves. In the event that Phase I Work costs exceed \$150,000 the balance of the Contingency not used will be returned to participating ODUs as agreed amongst themselves. In the event there is a dispute or no agreement as to the return of funds from the Capital Pool or the Contingency, funds shall be returned to participating ODUs in proportion to their respective contributions.

5. ODU Rights and License

In consideration for the contributions contemplated hereunder, any contributing ODU shall have the right to receive and use the data, reports, studies, analysis or any other work product (collectively, the "Work Product") produced during Phase I Work, upon completion of Phase I Work, for any purpose at its sole discretion. This Agreement shall constitute an unlimited license agreement for the Work Product in the event that any supplier asserts intellectual property or similar rights over the Work Product.

6. No Liability of ODU

It is agreed that ODU is not responsible for nor liable for the Phase I Work in any way, including but not limited to, all field work. AIDEA covenants that it is contracting with independent contractors that AIDEA will require to be self-insured in order to conduct the Phase I Work.

7. No Commitment Beyond Phase I Work

Nothing herein obligates any Party hereto to take any action with respect to the Project not related to Phase I Work or as otherwise set forth herein.

8. Confidentiality

ODU acknowledges that AIDEA is a public entity, and therefore, documents and records of AIDEA are generally available to the public for inspection upon request. However, to the extent

that ODU desires to transmit confidential information, such a request must be made in writing to AIDEA prior to transmission of the information to AIDEA. In making its request, ODU must demonstrate that the information is subject to one of the categories set forth in AS 44.88.215 or is otherwise protected by law. To the extent any information is protected by law it shall be maintained as confidential pursuant to the provisions set forth in AS 44.88.215.

The parties acknowledge that certain documents and records related to the Project may be subject to the attorney-client privilege. Nothing herein is intended to or will alter any Party's ability or authority to maintain the privilege within its respective organization.

9. Cooperation

This Agreement is non-exclusive. Each Party reserves the right to work with any other person or entity regarding the Project. This Agreement is not intended, nor shall it be deemed, to create a partnership or joint venture between the Parties. Neither Party shall owe a fiduciary duty to the other.

10. Amendment

This Agreement may only be amended, modified or supplemented by an agreement in writing and signed by each Party hereto. Any such amendment, modification or supplementation shall be considered effective when executed when signed by all Parties hereto.

11. Assignment

No Party hereto may assign its rights or delegate its duties hereunder without the prior written consent of the other Party to this Agreement.

12. Entire Agreement

This Agreement constitutes the sole and entire agreement of the Parties hereto with respect to the subject matter contained herein, and supersedes all prior and contemporaneous understandings, representations and agreements, both written and oral, with respect to such subject matter.

13. Governing Law; Forum Selection

This Agreement shall be governed by and construed in accordance with the laws of the State of Alaska. Any proceeding arising out of or based on this Agreement shall be filed and heard in the Superior Court for the State of Alaska, Third Judicial District at Anchorage, Alaska, and not elsewhere.

14. Counterparts

This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same agreement. A signed copy of this Agreement delivered by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first written above.

AIDEA

ODU
[INSERT COMPANY NAME]

By: Tom Boutin
Its: CEO & Executive Director

By:
Its:

EXHIBIT B



October 11, 2019

Alan Weitzner, Chief Investment Officer
Alaska Industrial Development and Export Authority
AWeitzner@aidea.org

Subject: Request for Proposal – West Susitna Access Study, Phase 1

Dear Mr. Weitzner,

We appreciate the opportunity to propose on Phase 1 of the West Susitna Access Study. We understand that AIDEA and the Matanuska-Susitna Borough (MSB) are collaborating on this study to advance a multi-modal access corridor to the west of the Susitna River. We understand that AIDEA is leading this effort and that AIDEA is asking HDR Alaska, Inc. (HDR) to provide preliminary engineering and environmental services to better define the project corridor(s) and inform upcoming field efforts. We understand that if HDR is awarded this work it will be contracted as a task order under our AIDEA Project Support Services Term Agreement (Agreement No. 18009).

AIDEA and the MSB desire that the study consider three corridors: the Port MacKenzie Route (PMR), an East-West Route (EWR), and a South Route (SR). The PMR is already well defined from Port MacKenzie to the confluence of the Skwetna River and Talachulitna River with a crossing of the Susitna River at Susitna Station. The remainder of the PMR from the confluence of the Skwetna River and Talachulitna River west to the terminus in the Whistler Mining District is less defined. The EWR would follow the same route as the PMR from the Whistler Mining District to the Susitna River crossing, but east from the Susitna River the EWR would follow a more directly east-west alignment and tie into existing road and rail infrastructure to the West of Big Lake. The SR would follow the same route as the PMR from the Whistler Mining District to the vicinity of Thursday Creek and then would go south to Ladd Landing.

Scope of Services

HDR proposes the following scope of services:

- A. Preliminary Corridor Identification. The purpose of this initial task is to determine where to collect LiDar data so that LiDar data collection can be accomplished as soon as possible this fall.
 1. Desktop Corridor Identification: HDR will perform a brief engineering and environmental evaluation to identify potential corridors for the EWR and for the segment of the PMR from approximately the confluence of the Skwetna River and Talachulitna River to the proposed Whistler Mine. This effort will make use of publically available mapping and information to speed the process.
 2. HDR will use the work from the above task to identify where additional LiDar data needs to be collected. This information will be submitted to AIDEA in a .kmz file and an email describing the specifications for the desired LiDar data. AIDEA will use this information to procure LiDar data collection.

3. Preliminary Field Reconnaissance:

- a. HDR will perform field reconnaissance of the PMR and EWR corridors. Field reconnaissance will consist of one team operating for two days. It is assumed that an R44 helicopter will be contracted by HDR. The team will consist of one senior engineer, one junior engineer, and one environmental scientist. Teams will fly preliminary corridors looking for large scale physical and environmental constraints and to provide general awareness of the landscape. If possible teams will also land for closer evaluation of major waterway crossings. Limited wetland data will be collected in order to verify common wetland and upland vegetation signatures of the area. Videos and photographs will be taken from the helicopter as a reference for future analysis. Field work days are estimated at up to 10 hours including driving to and from the helicopter.
- b. The deliverable from the field reconnaissance will be a brief (approximately 2 to 4 page) technical memorandum documenting the field work, field conditions, key observations, corridor adjustments considered, and recommendations for efforts or decisions for future phases of the project. The memo will include photographs where applicable.

Preliminary field reconnaissance is scheduled for October 2019, soon after receipt of Notice to Proceed (NTP). The technical memorandum will be submitted in pdf approximately 3 weeks following completion of field work.

Labor and expenses arising from flight delays or false-starts, which are outside of HDR's control, will be billed to AIDEA as additional services.

F. Meetings and Project Management:

1. Meetings: The following meetings are included in addition to any meetings identified in the tasks above:
 - a. Progress Meetings: HDR will organize and attend up to four ½-hour teleconference meetings with AIDEA to discuss progress, upcoming work efforts, and information needs.
 - b. Project Team Meetings: HDR will hold ½-hour bi-weekly project team meetings to discuss progress, upcoming work efforts, and information needs. These meetings will be internal HDR and subconsultant/vendor (if any) staff only.
2. Project Management: HDR includes project management activities; project start up, accounting, invoicing, and project close out; and administration of HDR's safety and quality programs on this project.

Schedule

HDR estimates completion of the above services by December 13, 2019. This schedule is based on the following assumptions:

- Receipt of an executed task order or NTP by October 15, 2019
- No delays of the field reconnaissance work
- Timely receipt of information to be provided by AIDEA

Cost

HDR proposes a firm fixed price of \$50,463 for the above scope of services. A detailed breakdown of this price by task is provided below:

TASK DESCRIPTION	HDR Labor	Subs	Expenses	Total
A Preliminary Corridor Identification				35,376.81
1. Desktop Corridor Identification	4,075.14	-		4,075.14
2. Identify LiDar data needed	2,411.06	-		2,411.06
3a1. Preliminary Field Recon Prep & Safety	3,804.29	-	440.00	4,244.29
3a2. Preliminary Field Recon	11,616.83	-	6,050.00	17,666.83
3b. Preliminary Field Recon Tech Memo	6,979.49	-		6,979.49
F. Meetings and Project Management				15,085.72
1a. Progress Meetings w/AIDEA	1,850.25	-		1,850.25
1b. Project Team meetings	3,154.25	-		3,154.25
2. Project Management	10,026.23	-	55.00	10,081.23
Total	43,917.53	-	6,545.00	50,462.53

HDR will provide monthly invoices based on HDR's estimate of the percent completion of the work broken down by task. Invoices will not include a narrative progress report or backup project accounting information. This price is based on the following assumptions:

- The following are not included:
 - Assistance with procuring LiDar data
 - Review or use of collected LiDar data
 - Assistance with procuring aerial imagery
 - Review or use of aerial imagery
 - Engineering refinement of corridors/routes
 - Environmental science and permitting efforts beyond the one environmental scientist participating in the field reconnaissance task
- Costs arising due to delays or false starts of the field reconnaissance work are not included. *This will be negotiated as appropriate*
- All deliverables and other information will be submitted electronically.
- Costs for project management are built on an assumed three months of project duration.

HDR understands that this work is contingent on a Memorandum of Understanding (MOU) between AIDEA and other parties and that the MOU will need to be approved by the AIDEA board. HDR understands that NTP for this work could precede a decision on the MOU by the AIDEA board. HDR understands that in the event that the AIDEA board does not approve the MOU, HDR will be instructed to stop work. In the event of a stop work order, HDR will be paid for work performed, expenses incurred, closeout of the project, archiving of files, transfer of information to AIDEA (if requested), and reasonable profit earned up to the date of the stop work order. The final invoice amount and payment will be based on HDR's estimate of the percentage of completion by task.

Wescott Bott, PE, will serve as HDR's project manager and he can be reached directly at 907-644-2124 or wescott.bott@hdrinc.com.

Sincerely,
HDR Alaska, Inc.



Timothy Gallagher
Vice President / Area Manager

EXHIBIT C

Lidar Acquisition and Ground Control for West Susitna Access Study

State of Alaska, Division of Geological & Geophysical Surveys

October 14, 2019

Principal Investigator: TBD, based on availability during acquisition window(s)

Summary

The Alaska Division of Geological & Geophysical Surveys (DGGS) proposes to acquire for the Alaska Industrial Development and Export Authority (AIDEA) airborne Light Detection and Ranging (lidar) elevation data for an area of approximately 205 mi² in corridors for a West Susitna Access Study.

Background

The Alaska Industrial Development and Export Authority (AIDEA) seeks the acquisition of airborne Light Detection and Ranging (lidar) elevation and ground control data for roughly 205 mi² in corridors for a West Susitna Access Study. The Alaska Division of Geological & Geophysical Surveys (DGGS) has the equipment and expertise to collect lidar elevation data. Collecting lidar in the area supports Alaska resource development on State lands and aligns with the DGGS mission of determining the potential of Alaskan land for production of metals, minerals, fuels, and geothermal resources (AS 41.08.020).

Project Plan/DGGS Tasks

- Mobilize to collection area in October/November 2019* with lidar equipment during maximum leaf-off and snow-free conditions, to the extent practical
- Fly lidar for the AOI(s), via fixed-wing aircraft, during appropriate weather conditions (visibility)
- Collect ground control points, with helicopter support
- Store data in duplicates on secure media
- Deliver data for collected area on or before December 1, 2019**

*If fall 2019 conditions are not favorable for collecting the complete area prior to establishment of winter snow pack the remaining area will be collected in spring 2020

**If data collection is delayed until spring 2020, data delivery for those areas will be equally delayed

Deliverables (minimum specifications)

Lidar data will be of Quality Level 2 (QL2). This includes minimum 8 points per square meter average native pulse density (ANPD), 95% confidence level, with 50% swath overlap. Checkpoints are required.

Deliverables shall include:

- Raw point clouds
- Collection and survey reports

Lidar Point Cloud: All point deliverables will be in LAS format, version 1.4.

Budget, AIDEA RSA for Lidar Acquisition and Ground Control

Scenario 1: Total for lidar acquisition and ground control, entire area (205 mi²): **\$56,580**
(Recommended option, for overall cost savings and minimized number of mobilizations; each separate mobilization incurs a minimum fixed base cost of approximately \$12,000 for personnel travel and helicopter standby time)

Lidar Acquisition	
Salary	\$15,360
Travel	\$8,220
Contractual (fixed-wing aircraft & fuel)	\$11,300
Equipment/Supplies	\$0
<i>Subtotal</i>	<i>\$34,880</i>

Ground Control	
Salary	\$0
Travel	\$0
Contractual (helicopter & fuel)	\$21,700
Equipment/Supplies	\$0
<i>Subtotal</i>	<i>\$21,700</i>

Lidar Processing for West Susitna Access Study

**State of Alaska, Division of Geological & Geophysical Surveys
October 14, 2019**

Principal Investigator: TBD, based on availability during acquisition window(s)

Summary

The Alaska Division of Geological & Geophysical Surveys (DGGS) proposes to process for the Alaska Industrial Development and Export Authority (AIDEA) airborne Light Detection and Ranging (lidar) elevation data for an area of approximately 205 mi² in corridors for a West Susitna Access Study.

Background

The Alaska Industrial Development and Export Authority (AIDEA) seeks the processing of airborne Light Detection and Ranging (lidar) elevation data for roughly 205 mi² in corridors for a West Susitna Access Study. The Alaska Division of Geological & Geophysical Surveys (DGGS) will have collected lidar in this area under a separate agreement, and has the equipment and expertise to process the elevation data. Processing lidar in the area supports Alaska resource development on State lands and aligns with the DGGS mission of determining the potential of Alaskan land for production of metals, minerals, fuels, and geothermal resources (AS 41.08.020).

Project Plan/DGGS Tasks

- Process GNSS/IMU data
- Process point cloud data
- Calibrate flight lines
- Classify ground points
- Adjust ground control points
- Convert orthometric height and trim edges
- Develop metadata and reporting on the dataset
- Deliver data for collected area on or before January 1, 2020*

*If data collection is delayed until spring 2020, data delivery for those areas will be equally delayed

Deliverables (minimum specifications)

Lidar data will be of Quality Level 2 (QL2) with associated classification scheme and accuracy assessment.

Deliverables shall include:

- Bare-earth Digital Elevation Models (DTM)
- Top-of-canopy, “first return” Digital Surface Models (DSM)
- Canopy height DEMs (DSM minus DEM)
- 5-foot automated contours
- Intensity images
- Hillshade

- Tiling scheme (1-km tiles)
- FGDC-compliant metadata
- Classified and raw point clouds
- Collection, quality control, and survey reports

Lidar Point Cloud: All point deliverables will be in LAS format, version 1.4. Lidar points will be classified, at minimum, based on USGS NGP Lidar Base Specifications v1.3.

Lidar Accuracy: Prior to development of derivative products from the point data, the absolute and relative vertical accuracy of the point data shall be verified. A detailed report of the validation processes used shall be delivered.

Budget, AIDEA RSA for Lidar Processing

Scenario 1: Total for lidar processing, entire area (205 mi²): **\$33,440**

Lidar Processing	
Salary	\$33,440
Travel	\$0
Contractual (fixed-wing aircraft & fuel)	\$0
Equipment/Supplies	\$0
<i>Subtotal</i>	<i>\$33,440</i>

Memo

Date: January 7, 2020

Project: 10195855 - AIDEA NTP9 - West Susitna Access Study, Phase 1

To: Alan Weitzner, AIDEA

From: Wescott Bott, PE

Subject: Field Reconnaissance Report for West Susitna Access Study, Phase 1

This field reconnaissance study is a continuation of the West Susitna Access Reconnaissance Study - Transportation Analysis Report prepared in 2014 by HDR for the Alaska Department of Transportation and Public Facilities. That 2014 work, known as a "Roads to Resources" study, identified and evaluated mineral, energy, forestry/timber, agriculture, and recreation resources. The 2014 report also identified and evaluated access route alternatives to these resources with a western terminus at the Whistler Mining District.

The following information documents field reconnaissance work on AIDEA's West Susitna Access Study by HDR on November 3 and 4, 2019. A summary of field work activities for each day is as follows:

NOVEMBER 3, 2019

Pollux Aviation provided helicopter transport. HDR arrived at the Pollux Aviation hangar in the Palmer-Wasilla area at approximately 8:15 am. HDR's team on November 3 consisted of Wescott Bott (Project Manager/Engineer), Bob Butera (Senior Civil Engineer), and Ashley Hovis (Wetland Scientist). While waiting for morning fog to burn off, the team discussed field work logistics and the areas of interest. Sam Maxwell, the manager at Pollux Aviation, provided insight on the terrain from many years of flying experience and his volunteer work in the area doing Iditarod Trail maintenance. The team was airborne in a Robinson R44 helicopter at 9:45 am. After passing through minor fog over the Willow area, the rest of the weather conditions were clear and sunny with negligible wind and temperatures in the middle 30's Fahrenheit.

The team began following the proposed Port Mackenzie Route (PMR) starting at the end of the existing railroad embankment near the west end of Ayrshire Road. An overview map of all routes is attached as Figure 1 at the end of this report. The team followed the PMR in a westward direction by helicopter at 200 to 300 feet of altitude taking photographs and noting terrain features, major waterway crossings, environmental considerations, and potential route modifications along the way. Additional focus was devoted to the following areas along the PMR:

- the proposed Susitna River crossing location
- the segment of the PMR that parallels the northeast slope of Mount Susitna, Little Mount Susitna, and Beluga Mountain
- the proposed Talachulitna River crossing location

The team landed at Skwentna Roadhouse to refuel and then continued flight up the south side of the Skwentna River valley to the end of the proposed PMR in the vicinity of the “Whiskey Bravo” airstrip at the exploration camp in the Whistler Mining District. On the return flight the team followed the north side of the Skwentna River valley for comparison purposes. The team viewed potential Skwentna River crossing locations and then returned to Skwentna Roadhouse to refuel again. After refueling the team spent additional time flying around the area of the confluence of the Skwentna River and Talachulitna River evaluating potential route improvements and river crossing locations.

Around 3:00 pm the team headed southeast toward the Palmer-Wasilla area, flying over and viewing the proposed East-West Route (EWR) from the Susitna River to the point of tie-in just west of Big Lake. A thick fog bank over the Palmer-Wasilla area forced the helicopter to divert south and land at Lake Hood Airport in Anchorage at about 4:30 pm. The helicopter stayed at Lake Hood Airport that night.

NOVEMBER 4, 2019

HDR’s team on November 4 consisted of Bob Butera and Ashley Hovis. Since the helicopter was already in Anchorage the morning of November 4, the team departed directly from Anchorage. The focus on November 4 was the South Route. With one less passenger the helicopter was able to carry more fuel to cover the longer flying distances required to get to the South Route. The team departed Anchorage at about 11:00 am and headed west to the Tyonek / Ladd Landing area where the South Route begins. The weather conditions were partly cloudy with light to moderate winds.

The team followed the proposed South Route from the Ladd Landing area north to the area where the South Route merges with the proposed PMR near the Skwentna River. The team flew at 200 to 300 feet of altitude taking photographs and noting terrain features, major waterway crossings, environmental considerations, and route modifications along the way. The team made two landings near milepost 5 for the purpose of performing wetland verification.

At about 3:00 pm the team returned to the Pollux Aviation facility in the Palmer-Wasilla area.

Key Observations and Recommendations

The following sections describe key observations, environmental considerations, and route adjustment recommendations.

Port Mackenzie Route - Ayrshire Road to the base of Mount Susitna

- This segment offers flexibility in terms of access mode tie-in options. If the selected mode of access is by rail then the PMR offers connection to the existing Port Mackenzie Railroad embankment. If the selected mode of access is by road, then the PMR offers connection to either Little Su River Road or Ayrshire Road.
- Stream crossings were generally well sited at locations where valleys are narrow and where wetland impacts are minimized. See Figure 2, Figure 3, and Figure 4.
- A minor alignment change was noted at the approach to the base of Mount Susitna. The alignment continued to a higher elevation than necessary up the side of Mount Susitna before turning northwest and following the contour. See Figure 5 showing the recommended alignment change.
- Private cabins, airstrips, and other recreational properties were observed along this segment.
- This segment parallels and in some places crosses Iditarod Trail Historic Routes.



Figure 2: Fish Creek looking upstream and showing the approximate crossing location (looking north)



Figure 3: Susitna River crossing



Figure 4: Alexander Creek showing the approximate crossing location (looking west)

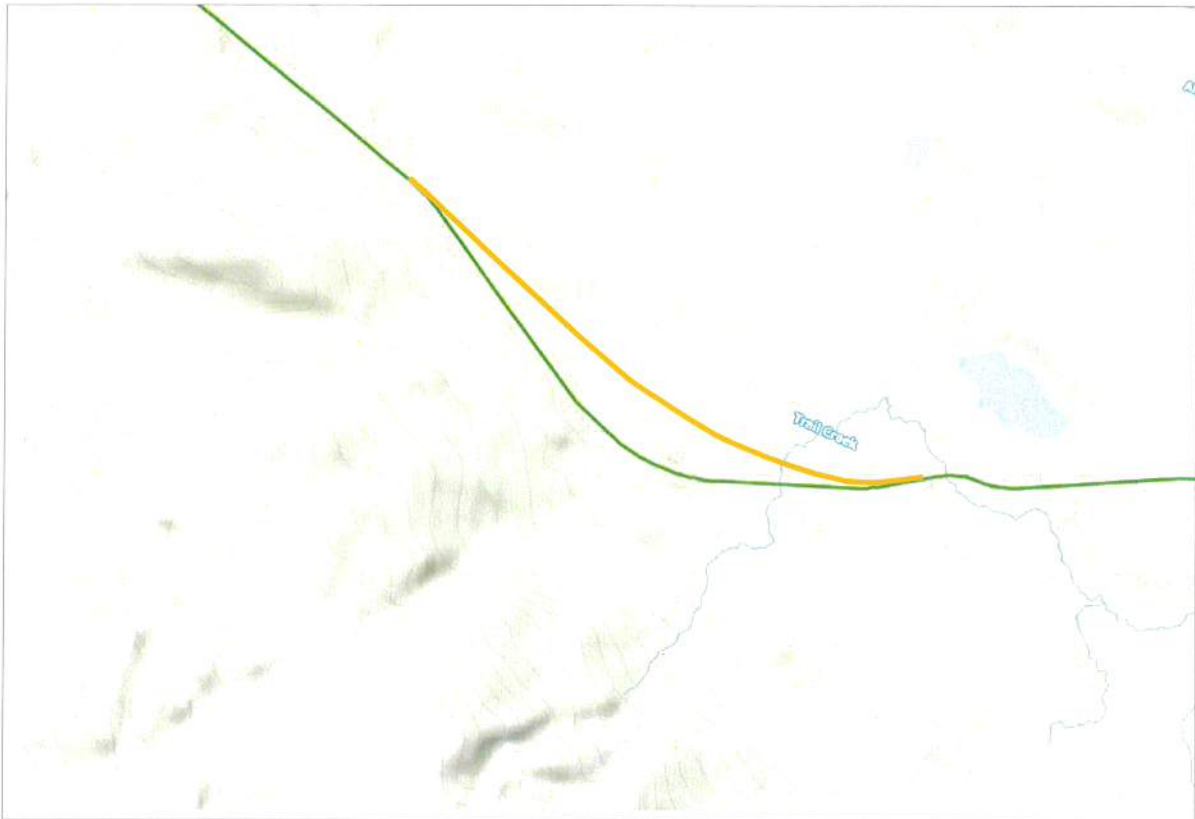


Figure 5: Recommended alignment change (orange line) at the north base of Mount Susitna

Port Mackenzie Route - Base of Mount Susitna to the Talachulitna River

- This segment follows the hillside contours along the base of Mount Susitna, Little Mount Susitna, and Beluga Mountain. The terrain is generally smooth and forested as shown in Figure 6.
- Groundwater seepage out of the hillside was evident while flying over. The embankment design will need to carefully consider groundwater seepage.
- Though this segment was heavily forested and is generally indicated in NWI mapping as upland, small creeks and ponds with standing water could be seen throughout. Since a portion of this segment follows the same alignment as the proposed Donlin gas pipeline, Donlin wetland mapping in this area could be used to confirm the wetland classification. Additional wetland field work could be needed in portions of this segment that do not overlap the proposed Donlin gas pipeline.
- Terrain gradually becomes hillier from approximately Eightmile Creek to the Talachulitna River.
- Private cabins, airstrips, and other recreational properties were observed along this segment.



Figure 6: Smooth and gently sloping terrain along the base of Beluga Mountain (looking northwest)

Port Mackenzie Route - Talachulitna River Crossing to Canyon Creek

- The Talachulitna River crossing location should be further evaluated. As shown in Figure 7 the current alignment crosses at a location where the river flows through a deep narrow canyon, which would require a large single-span bridge. The approaching alignment from the southeast bisects a large pond. A tradeoff study should consider moving the crossing further downstream where the river is in a shallower valley and where the alignment would avoid the ponds.



Figure 7: Talachulitna River (looking upstream [south]) at the approximate crossing location.

- Approximately 2 miles of the alignment between Quartz Creek and Canyon Creek is through what appears to be Skwentna River floodplain. An embankment in this area may need to consider flood events. High groundwater is also evident in the flood plain from the ponds and vegetation as shown in Figure 8. A trade off study should consider the potential wetlands, fish, wildlife, constructability, and flood hazard impacts associated with the floodplain alignment versus moving the alignment above the bluff where additional cuts and fills would be required to manage the rougher terrain.
- Private cabins, airstrips, and other recreational properties were observed along this segment.



Figure 8: Skwentna River floodplain on the right and the adjacent bluff on the left. The proposed alignment at this location is through the floodplain at the toe of the bluff.

Port Mackenzie Route - Along the South Side of the Skwentna River Valley

Construction of a road or railroad along the south side of the Skwentna River Valley would be difficult and expensive, primarily from the Hayes River to the terminus. Maintenance of a route in this area would be challenging and costly as well.

- The PMR follows the south side of the Skwentna River for approximately the next 37 miles. This segment of the alignment parallels the toe of the north face of the Tordrillo Mountains. The north face of the Tordrillo Mountains slopes down to the Skwentna River, steeply in places. Much of the route would need to be cut into steep side slopes.
- West of the Hayes River the terrain along this segment is rugged.
- Groundwater seepage and a myriad of streams on these slopes were evident while flying over much of this segment.
- The Hayes River crossing will require two major bridges and will require extensive hydrological and geotechnical study.
 - The bridge over the main channel of the Hayes River (shown in Figure 9) would be approximately 3,000 feet in length, making it one of the longest bridges in Alaska (the longest in Alaska is the Northern Rail bridge over the Tanana River at 3,300 feet).
 - The bridge over the Hayes River overflow channel would be approximately 2,000 feet in length.



Figure 9: Hayes River crossing location (looking upstream)

- The steep slope from the mountains has caused numerous creeks to carve out deep canyons as seen in Figure 10. At least four of these canyons will need to be crossed with bridges ranging in length from 200 to 1,000 feet.



Figure 10: Old Man Creek (looking downstream). Note the steep canyon where the proposed bridge crossing would be located. This bridge would be approximately 1,000 feet long.

- Numerous other creeks and ravines will require culverts. Some of these culverts will need to be designed for fish passage.
- Avalanches could be a potential issue along this segment due to the steep mountain slopes immediately adjacent to the route. Avalanche potential should be studied and avalanche mitigation may need to be considered in the design.
- A few private cabins, airstrips, and other recreational properties were observed along east end of this segment.

North side of the Skwentna River Valley

On the return flight to Skwentna Roadhouse to refuel, the team flew along the north side of the Skwentna River. The team started this flight near the exploration camp in the Whistler Mining District, identifying a potential corridor that connects with and follows the proposed Donlin gas pipeline alignment.

- The team identified two deep canyon stream crossings that would require bridges, Portage Creek and Happy River. Additional investigation will be required to determine if

these bridges would need to be long single span crossings, or if it is possible to construct culverts lower in the canyons.

- In comparison to the south side of the river, the north side of the Skwentna River is relatively smooth terrain as shown in Figure 11, Figure 12, and Figure 13.



Figure 11: Typical terrain on the on the north side of the Skwentna River



Figure 12: Typical terrain on the on the north side of the Skwentna River



Figure 13: Typical terrain on the on the north side of the Skwentna River

- The alignment is generally located at a distance from the base of the mountains to the north and groundwater seeps were less evident from the air.
- An alignment along the north side of the river would avoid the Skwentna River floodplain.
- An alignment along the north side of the river would pass through small areas of wetlands.
- An alignment along the north side of the Skwentna River would require a bridge crossing over the Skwentna River. There appears to be a suitable bridge crossing location where the river passes through a narrow canyon just upstream of the proposed Donlin gas pipeline crossing. A bridge at this location would need to be approximately 700 feet long.
- An alignment along the north side of the Skwentna River would avoid having to cross the Talachulitna River, but would require a bridge over the Skwentna River.
- Private cabins, airstrips, and other recreational properties were observed along the eastern half of this segment.
- An alignment along the north side of the Skwentna River would parallel and in some places cross Iditarod Trail Historic Routes.

East-West Route

The East-West Route (EWR) is a variant of the east end of the PMR and provides alternative routes to interconnect with existing transportation links. One of these existing transportation links is a timber access route that the State of Alaska Division of Forestry and the Matanuska-Susitna Borough (MSB) recently cleared. This joint project resulted in the clearing of 6.7 miles of trail starting at the end of West Susitna Parkway, continuing west across the Little Susitna River, and then continuing generally north through an area of timber resources between Fish Creek and the Little Susitna River. Based on topography, this clearing follows an alignment that could be constructed into a road. There is no bridge over the Little Susitna River where the clearing

approaches the river; however the intended crossing location appears to be suitable for a bridge from a geometric perspective. If the selected West Susitna Access project mode of transportation is by road, then the EWR could follow this existing trail clearing, eventually connecting to the existing road system at the end of West Susitna Parkway. If the MSB is able to advance a project to bridge the Little Susitna River and build a road to the end of the existing clearing, then the EWR offers an advantage of being about 5 miles shorter than the PMR. However, if West Susitna Access traffic is actually going to Port Mackenzie, then the overall travel distance of this alternative would actually be about 12 miles longer.

Another existing transportation link in the area is the partially completed Port Mackenzie Rail embankment between Houston and Port Mackenzie. If the selected mode of transportation is by rail, then the EWR would tie into the existing Port Mackenzie Rail embankment near East Papoose Lake. There is no apparent advantage between the PMR rail option and the EWR rail option in terms of constructed route length; again however, the overall travel distance to Port Mackenzie via the EWR rail option would be about 8 miles longer than the PMR. One disadvantage of the EWR rail option that became apparent from the air is the existence of an abrupt bluff along the west side of the Little Susitna River valley at the location of the proposed EWR river crossing. See Figure 14. Based on available topographic maps this bluff appears to be about 100 feet high. This bluff would require a large cut and possibly a longer bridge in order to meet standard railroad grades. Such an abrupt bluff does not exist at the proposed Little Susitna River crossing locations associated with the PMR or the EWR road option.



Figure 14: Hillshade map of the EWR Rail crossing of the Little Susitna River. Note the bluff on the west side of the river.

South Route

- If the South Route were to be constructed as a road, then it could connect to existing Beluga area roads in the vicinity of Pretty Creek, thereby avoiding the construction of the southernmost 16 miles of new road, a major bridge over the Beluga River, and numerous culverts (both fish passage and drainage). See Figure 15. The existing road length is about 20 miles from the Pretty Creek crossing to Ladd Landing and some of this existing road would need to be improved and widened to handle the additional traffic.



Figure 15: Beluga area roads for potential South Route connection

- From the crossing of upper Pretty Creek to Talachulitna Creek (approximately 20 miles) the terrain is flat and a near continuous stretch of wetland with interspersed areas of forest as show in Figure 16 and Figure 17. Many of these interspersed forest areas are potentially forested wetland as well. Numerous small creeks are visible from the air throughout this segment. Many of these creeks are not visible on available maps or aerial photographs.
- Constructing an embankment or structure in these predominately wetland areas could be challenging from a geotechnical perspective.
- Gravel sources along the South Route are unknown.



Figure 16: Typical intermixed wetland and forested wetland from Pretty Creek to Talachulitna Creek



Figure 17: Typical wetland near upper Talachulitna River

- Near Talachulitna Creek the terrain of the South Route changes to mostly upland hills as shown in Figure 18.
- There are a number of smaller creek crossings through relatively flat terrain that could be accomplished with culverts.
- As the South Route begins to follow the base of the mountain to the west much of the route would need to be cut into side slopes. Groundwater seepage and many streams on these slopes were evident while flying over this area.
- Terrain along the South Route becomes more rugged as shown in Figure 19 from Friday Creek to the tie-in with the PMR. There are numerous deep ravines and some larger creeks in steep canyons.
- The alignment of the the South Route should be revisited to determine if it is possible to better avoid wetlands, rugged terrain, and other features described above.



Figure 18: Hilly upland terrain begins near Talachulitna Creek

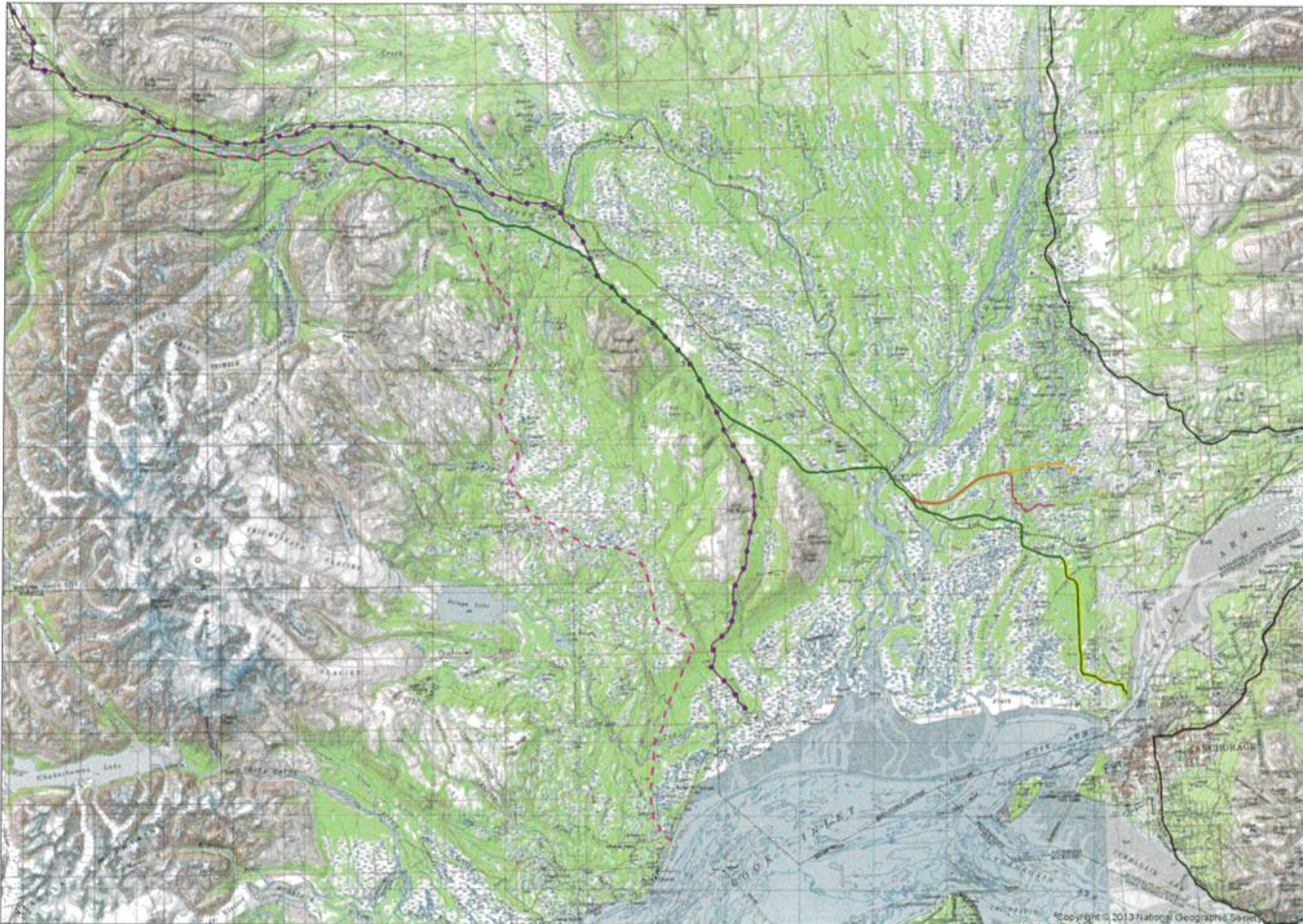


Figure 19: South Route terrain becomes rougher from Friday Creek until tie-in with the PMR

Conclusions

HDR offers the following key conclusions from the field reconnaissance effort and considerations for future work to advance the West Susitna Access project.

- The eastern portion of the Port Mackenzie Route (PMR) from Ayrshire Road to the Talachulitna River would be a large and challenging project, but appears to be feasible in terms of terrain, minimization of wetland impacts and viable crossing locations of the Susitna River and other significant waterways.
- The western portion of the PMR will need to follow the Skwentna River Valley. Project planning up to this point has placed the route along the south side of the Skwentna River. HDR considers the route on the south side of the Skwentna River unfeasible from the Hayes River west due to the rugged terrain, numerous waterway crossings that will require major bridges, and other factors as described in this report. A route on the north side of the Skwentna River would have workable terrain with a limited number of significant waterway crossings.
- AIDEA's recent LIDAR data collection effort did not include the north side of the Skwentna River. If the decision is made to consider placing the PMR along the north side of the Skwentna River, then LIDAR information will need to be collected. If the PMR follows the proposed Donlin gas pipeline route, then it is possible that Donlin may share their LIDAR information. If Donlin is willing to share their LIDAR information along the north side of the Skwentna River, then the only area where additional LIDAR would need to be collected is the westernmost 6 miles where the PMR diverges from the gas pipeline alignment.
- The South Route may be challenging in terms of environmental impacts, geotechnical engineering, and areas of rugged terrain. Some segments of the South Route would benefit from additional engineering and environmental refinement to minimize impacts and risks associated with these challenges. Availability of material sources also needs to be determined.
- AIDEA should consider a usage and traffic study to compare the PMR Ayrshire Road tie-in against the EWR. If the study shows that the ultimate destination for most traffic is Port Mackenzie, then the EWR could possibly be eliminated.
- Private cabins, lodges, airstrips, and other recreational properties in the project area were observed from the air. The project will need to consider land ownership, right-of-way acquisition, subsistence, and similar issues.
- The project will need to consider and avoid impacts to cultural and historical resources in the area. Notable resources that could be impacted by the project are the Iditarod Trail and the Iditarod Trail Historic Routes.



- LEGEND**
- Project Features**
- - - South Route
 - Port Mackenzie Route
 - Port Mackenzie Railroad Corridor
 - Existing MSB Clearing
 - EWR Rail Connection
 - East-West Route
- Existing Features**
- Iditarod Trail Historic Routes
 - Proposed Conlin Pipeline
 - Highway

Routes shown on this map are adapted from the 2014 Roads To Resources study

WEST SUSITNA ACCESS PROJECT
OVERVIEW



FIGURE 1



MATANUSKA-SUSITNA BOROUGH

Office of the Borough Manager

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-8689 • Fax (907) 861-8669

John.Moosey@matsugov.us

April 20, 2020

Office of Energy Efficiency and Renewable Energy
U.S. Department of Energy

Re: Support for Alaska Energy Authority's Grant from the Department of Energy to support Electric Vehicles
Grant application (DE-FOA-0002197)

To Whom it May Concern,

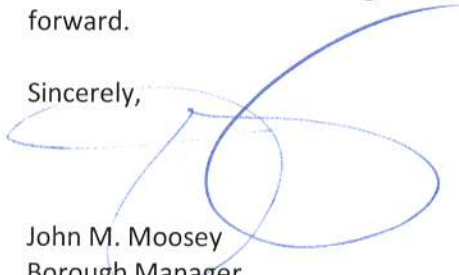
The Matanuska-Susitna Borough writes to endorse the Alaska Energy Authority's U.S. Department of Energy competitive grant application (DE-FOA-0002197) to provide critical coordination and technical support needed to implement the State of Alaska Electric Vehicle Charging Network and Fleet Adoption project.

The Matanuska-Susitna Borough is the fastest growing municipality in the State of Alaska with a population of over 100,000 residents. With the vast areas of our state that experience lower than average below freezing temperatures in the winter, keeping our vehicles running can be a challenge over the long winter months. Areas in our Borough can be subjected to severe weather every year.

We are interested in playing a key role in increasing public awareness around the importance of having a charging network and electric vehicle adoption statewide.

We enthusiastically support AEA's efforts to secure funding through their grant application that will help the state of Alaska see an organized vehicle charging network and continued fleet adoption going forward.

Sincerely,



John M. Moosey
Borough Manager

cc: Alaska Energy Authority
Mayor and Assembly

Providing Outstanding Borough Services to the Matanuska-Susitna Community

Project Title: State of Alaska Electric Vehicle Charging Network and Fleet Adoption

FOA Subtopic Area: AOI 14: Electric Vehicle Charging Community Partner Projects

Project Focus Areas: EV corridor development, Fleet adoption, Testing and analysis

Prime Recipient: Alaska Energy Authority 813 West Northern Lights Bld.
Anchorage, AK 99503

Principal Investigator/
Technical POC: Betsy McGregor, Alaska Energy Authority (AEA)
bmcgregor@akenergyauthority.org 907-771-3957

Team Members: Clay Koplin, Cordova Electric Cooperative (CEC)
ckoplin@cordovaelectric.com, 907-253-5026

Sean Skaling, Chugach Electric Association (CEA)
Sean_Skaling@chugachelectric.com, 907-762-4192

Devon Kibby, P.E., Pacific Alternatives, LLC
dkibby@gmail.com, 907-957-1541

Dimitri Shein, AK EV Association
dimitrishein@gmail.com, 907-720-6691

Michelle M. Wilber, ACEP
mmwilber@alaska.edu, (907) 888-2368

Budget Overview: \$3,000,000 DOE and \$3,000,000 match for 39 months

ABSTRACT:

Leveraging existing stakeholder groups and new partners, AEA is teaming with electric utilities, local governments, Alaska Electric Vehicle Association (AEVA), Pacific Alternatives, LLC, Alaska Center for Energy and Power (ACEP), the Native Village of Eyak and Eyak Corporation, and other regional entities to develop an electric vehicle (EV) corridor across the contiguous roadbelt and strategically located communities off the road system using the best and most relevant research. In addition, we are partnering with private business and the community of Cordova to demonstrate electric fleet taxis, rental cars and passenger vans and provide data on the viability and economic benefits of transportation electrification in different areas of Alaska. The fleets will also be used for charging corridor validation and EV education and outreach. As Alaska's designated energy office, AEA is well positioned to lead the development of this infrastructure. This project will mitigate a critical barrier to market adoption, range anxiety, and demonstrate EVs in cold climates. Cash and in-kind match will be provided by the State of Alaska, electric cooperatives, local governments, tribes, non-profits, and private funds.

BACKGROUND:

Alaska has one of the most undeveloped EV markets in the United States. Its expansive geography, small population, and cold environment amplify the traditional challenges for EV adoption. The absence of adequate charging infrastructure creates a barrier to market uptake of electric vehicles. Currently there exists only one fast charging (DCFC) network in the state, which serves 40 miles of road in the isolated community of Juneau. For the remaining 4,638 miles of paved certified public road miles (CPRM) and 12,412 miles of unpaved/unknown CPRM there exists no charging corridor. There are currently less than 25 Level 2 (L2) chargers spread across Alaska's contiguous road system, stretching from the southcentral coast, north to the interior and east to Canada. Surveys conducted by local electric utilities and research institutions confirm range anxiety is a significant factor preventing consumers from purchasing electric vehicles.

Six electric utilities along the contiguous road system have met since 2017 to identify and determine how to overcome barriers to market adoption of EVs. The utilities produced an EV readiness plan that describes the general requirements for L1, L2, and DCFC charging, identifies areas that permit economic interconnection of EV charging, and highlights potential impacts of demand charges and cold weather on EVs and charging infrastructure.

PROPOSAL:

Alaska has a unique opportunity to demonstrate EV charging infrastructure in low penetration and low population density areas in a range of weather conditions, including extreme cold temperatures (as low as -40°F). With low levels of existing EV charging infrastructure along the main road systems, Alaska can incorporate and test the latest research in siting EV charging infrastructure and test operational performance and use of L2, DCFC, and battery-supported EV chargers. AEA has partnered with several entities who will provide matching funds for the purchase of all-electric light-duty passenger taxis, rental cars, and shuttle vans that will function as a demonstration electric fleet to provide data on the viability and economic benefits of transportation electrification in different areas of Alaska. The fleets will also be used for charging corridor validation and EV education and outreach.

1. EV corridor development plan: AEA proposes to use EERE funds to leverage funds from the VW Trust, electric utilities, and site hosts to develop an electric vehicle charging corridor on Alaska's contiguous road system to mitigate the range anxiety barrier to market adoption. AEA will work with partners in the Working Group to develop a plan for the contiguous road system.

For areas outside of the road system, AEA will work with Working Group members and regional organizations to strategically site additional charging infrastructure. Local entities (tribes, municipalities, utilities, etc.) will provide input on charging locations for their geographic area. The partners will be provided technical support to develop an electric vehicle plan for their region, outlining the goals of their plan, criteria/rationale for choosing site locations, known and potential site locations, energy portfolio for the given area, etc.

The data collected from the regional and local partners will be integrated into a new GIS-based planning database that will allow AEA and the Working Group to better weigh the benefits and detriments of site locations.

AEA will use the latest research on siting EV charging infrastructure and will work with partners to prioritize areas while ensuring an equitable distribution of VW Settlement and DOE funds for EV charging infrastructure. It is envisioned that a mixture of L2 and DCFC chargers will be included across the regions at a variety of host types. Strategically located battery supported charging systems will be used to test consumer price sensitivity associated with demand charges.

2. Community Partnership EV Fleet: AEA will partner with several entities to transition their fleet to all-electric EVs. These EVs, a combination of rental fleet and light duty commercial, will function as a demonstration electric fleet to provide data on the viability and economic benefits of transportation electrification in different areas of Alaska. The fleets will also be used for charging corridor validation and EV education and outreach.
 - Launch Alaska has received investor commitments for the formation of EV907, LLC, an EV rental car company. EV907, based in Anchorage, will provide 50% matching funds to purchase 4 light-duty passenger long range battery electric vehicles.
 - Driving on Sunshine Taxi Tour, based in interior Alaska at Cantwell, will provide 50% match for 1 light-duty passenger long range battery EV to serve visitors to Denali National Park.
 - The community of Cordova, AK, located in southeast, has brought together the a group of nine public and private entities to provide 50% match for 10 light-duty passenger EVs and 5 passenger vans to electrify their taxis, shuttles and fleets.
3. Data collection and analysis: Qualitative and quantitative data will be collected quarterly from site hosts and site users to better understand what attributes lead to successful charging infrastructure siting for both the hosts and users. Quantitative data will be collected from EV chargers, site hosts, and EV fleet participants to understand use and performance. Data will include site characteristics and charging session profiles and operation and maintenance costs. Qualitative data from site hosts and users will be collected through periodic surveys performed by project participants and site hosts.

RISKS, CHALLENGES, and MITIGATION STRATEGIES:

Project risks include difficulty securing site hosts, specifically for DCFC chargers. This risk will be mitigated by careful planning with regional and local stakeholders and working with established vendors that will assist site hosts in being successful. Work for this project will include collaboration with utilities in examining alternatives to the steep demand charges. Another risk is the technology performance of L2, DCFC and battery supported EV chargers. This project will collect data that would be of use to research on performance in extreme climates.

IMPACT OF EERE FUNDING:

By supplementing existing funding sources, the EERE funding will be critical for the timely deployment of sufficient EV infrastructure for the creation of an enduring EV ecosystem on Alaska's contiguous road system. The proposed project will mitigate the range anxiety barrier to EV adoption.

The proposed project seeks tangible EV progress for Alaska in three areas: 1) the project will research, site, design, construct, operate, and maintain a fast charging corridor to allow time-efficient EV travel along Alaska's major highways; 2) the project resources will accelerate existing community efforts throughout Alaska to document destination charging opportunities and assist interested site hosts with installing destination/Level 2 charging; and 3) the project will create Alaska's first EV-only rental car fleet for market testing, corridor network validation, data gathering, and educational activities.

The diversity of Alaska along with the project's proposed scale will create unique data collection opportunities that will drive future best practices for EV adoption and charging infrastructure build-out in similar areas with low population density, constrained grid infrastructure, and adverse climate conditions.

Throughout the duration of this project and following project completion AEA will be using SEP funds for communicating project results with the Alaska Electric Vehicle Working Group, through the newsletter put out with the group, information will be added to our website, and a press release will be issued.

TEAM EXPERTISE, EXPERIENCE, EQUIPMENT, and FACILITIES:

As the state's designated energy office, the Alaska Energy Authority has managed hundreds of millions of dollars in federal, state, and private funds to plan and build infrastructure in urban and rural Alaska. AEA's building is located conveniently in Anchorage with adequate technology, spacing, and facilitation equipment. AEA has capabilities for video conferencing, hosting meetings, and a team for procuring services and materials.

Betsy McGregor is the PI and has 25 years of experience managing projects, she has managed projects totaling more than \$130 million with more than 200 contractors under her direction. Betsy manages the VW Program for AEA.

The Alaska Center for Energy and Power (ACEP), a subsidiary of the University of Alaska Fairbanks has offered support in data collection and analyzation. As a research institution they have the experience and equipment needed for this project.

Cordova Electric Cooperative and Chugach Electric Association are both vertically integrated electric utilities with staff capacity and programmatic desire to support the proposed actions.

Alaska Electric Vehicle Association is an Alaskan 501(c)(3) dedicated to EV advocacy, education, and infrastructure development.

Pacific Alternatives, LLC is an Alaskan consulting, research, engineering, and construction administration company. Devon Kibby is a P.E. with experience siting and installing hundreds of EV chargers.

From: Keisha K Lafayette (CENSUS/LA FED) <keisha.k.lafayette@2020census.gov>
Sent: Wednesday, April 22, 2020 2:36 PM
Subject: 2020 Census Update for CCCs 4-22-2020

Dear Complete Count Committees,

So far, over half of the nation's households (51.6%) have responded to the 2020 Census. In Alaska, only 34% of households completed their 2020 Census survey. We could use your help to encourage people to respond, especially in Alaska's Hard-to-Count Census tracts.

As of today, the top 10 self-response rates in Alaska are (expressed in percentage): Juneau- 51.3, Anchorage- 49.3, Kodiak Island- 36, Sitka- 35.5, Fairbanks North Slope- 33.8, Ketchikan Gateway- 33.7, Kenai Peninsula- 19.9, Mat-Su- 19.8, Wrangell- 14, and Petersburg- 13.9. Big thanks to those who have already completed the 2020 Census!

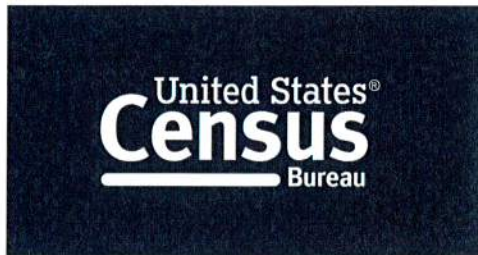
You can check Low Response Rate rankings at this website <https://public.tableau.com/profile/us.census.bureau#!/vizhome/2020CensusSelf-ResponseRankings/RankingsDashboard>

(Note: these rankings reflect the self-response enumeration areas only)

We know that the coronavirus response is taking up much of your time. We appreciate everyone who is battling against the pandemic. Getting an accurate count will help make sure we have the resources our communities need for the next 10 years. Please help us encourage everyone to respond online or by phone to their census invitation letter or mail back the questionnaire as soon as they receive it.

On another note, in response to the unprecedented circumstances presented by COVID-19 and the urgent need for data, the Census Bureau is launching two new experimental surveys. Please find more information at

<https://www.census.gov/newsroom/press-releases/2020/pulse-surveys.html>



Experimental "Pulse" Surveys to Track
Temporal Trends During Pandemic
Surveys/ Programs Information for... Find a Code
www.census.gov

Finally, if you need or want any additional outreach flyers, materials or if you have any questions, please let me or others on the Alaska Partnership Team (cc'd above) know how we can be of further assistance. We appreciate your help to boost Alaska's self-response score in the coming weeks.

Respectfully,
Keisha Lafayette
Partnership Specialist, Matanuska-Susitna Borough, Alaska
US Census Bureau
Keisha.k.lafayette@2020census.gov
mobile: (907)310-8369
www.2020census.gov
Connect with us on [Social Media](#)