



ASSOCIATED GENERAL CONTRACTORS of ALASKA

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March 17, 2014

Representative Peggy Wilson
Chair, House Transportation Committee
State Capitol Room 406
Juneau AK, 99801

RE: HB 371

Dear Representative Wilson,

The Associated General Contractors of Alaska (AGC) is a trade association representing over 650 Alaskan businesses in the construction industry. I am writing to you in support of House Bill 371.

I had the honor of being a Deputy Commissioner of Transportation for Highways and Facilities from 2003 to 2008. During my tenure at DOT, one of the many things I worked on was to improve project delivery – these efforts included changes within DOT, at the state level and at the federal level.

At the federal level we worked to get the “reciprocal easements” in the SAFTEA-LU legislation, only to be stymied by a redundant DNR process and a 55-year lease restriction with DNR. This greatly hampered DOT’s ability to work with the Forest Service in these areas of mutual interest. These easements are vital to the transportation needs in Southeast Alaska.

At DOT, we often found that conflicting mission statements and regulations between state agencies was often one of the biggest and least necessary obstacles to get by in project development. It was not unusual to have the Governor’s office intercede in what appeared to be little more than a “sibling” dispute backed up by an overzealous interpretation of regulation or statute.

The time and expense in dealing with land and material transfers from one state agency (DNR) to another (DOT) is a good example. In remote locations where there are often no alternatives, the difficulty of permitting gravel sources on DNR lands adds unnecessary time and expense to projects. Contractors have to pay the state (DNR) for materials

from state owned gravel pits on state (DOT) projects. Requirements such as this are common at the federal level; in fact we've come expect them. We shouldn't be doing it at the state level.

Every project that requires a land transfer or exchange for right-of-way with the Alaska Railroad requires legislative approval. This requirement delays projects at least a year, and is not necessary.

In summary, this bill will allow the Department of Transportation to efficiently administer its statutory obligation consistent with the public interest. There are enough difficulties dealing with considerable redundancy in the myriad of federal requirements. Changes and improvements that can be made at the State level need to be made. This legislation maintains the public process for transportation needs that has been established over decades, but it eliminates unnecessary and costly redundancy.

The AGC fully supports this legislation and hopes for its quick passage. Thank you for hearing HB371.

Sincerely,

A handwritten signature in dark ink, appearing to read 'John', with a stylized flourish extending from the end.

John MacKinnon, Executive Director
Associated General Contractors of Alaska

Rebecca Rooney

From: Miller, Mike <Mike.Miller@gcinc.com>
Sent: Wednesday, March 19, 2014 4:37 PM
To: Rep. Peggy Wilson
Subject: Support for HB371

Representative Wilson:

I am writing in support of HB371. As a construction engineer with over 40 years' experience in estimating, bidding and building Alaska roads and streets, I have seen many cases where projects and therefore jobs were put on hold by a disagreement between State Agencies. This legislation maintains the public process for transportation needs, established over decades, but it eliminates unnecessary and costly redundancies.

To the question of contractors purchasing gravel from private sources or using State material sources, contractors will use the most cost efficient source. Price, available quantity, material quality, distance to the project are all factors we weigh in determining our bids. DNR charges a royalty just as private sources do.

Again, please support HB371

Thank you for your service to Alaska.

Mike

Michael D. Miller

Business Development Manager/Estimator

Alaska Region-Granite Construction Company

Direct 907.267.5273 | Cell 907.229.7838 | Fax 907.344.1562

Mike.Miller@gcinc.com | www.graniteconstruction.com



Rebecca Rooney

From: Tony Johansen <TJohansen@grtnw.com>
Sent: Wednesday, March 19, 2014 4:07 PM
To: Rep. Peggy Wilson
Subject: HB 371

Dear Representative Wilson:

Thank you for your service to Alaska. We are privileged to have people of your ability and energy willing to serve our State. I want to take a moment to voice my support of HB 371. Whatever we can do to expedite the acquisition of right of way and of material for our infrastructure projects will reduce the delivery time and the cost of those projects.

Thank you for your time,

Anton K. Johansen



PO Box 83750
Fairbanks, AK

T: 301.695.2092

aopa.org/region/ak

Tom George
Alaska Regional Manager, AOPA

March 19, 2014

The Honorable Peggy Wilson
Chair, House Transportation Committee
Alaska State House
State Capitol, Room 406
Juneau, AK 99801-1182

Dear Representative Wilson:

The Aircraft Owners and Pilots Association (AOPA) is the world's largest aviation organization, representing the general aviation interests of pilots and aircraft owners, including approximately 4,000 of our members in the state of Alaska. Since 1939, AOPA has been committed to ensuring the safety, future viability and development of general aviation as an integral part of our nation's transportation system. On behalf of AOPA and our members we thank you and the House Transportation Committee for considering House Bill 371, addressing land transfers and administrative details between the Department of Transportation & Public Facilities (DOT&PF) and the Department of Natural Resources (DNR).

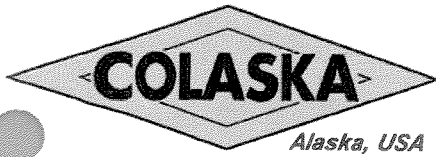
We understand that the changes in this bill will allow DOT&PF to more efficiently deal with land transfers and other administrative functions which are needed to construct and maintain airports and other transportation infrastructure across the state.

We strongly support the provisions in the bill that would transfer land containing the Happy Valley and Franklin Bluffs airstrips to DOT&PF. The Happy Valley airstrip, originally built to support construction of the Trans Alaska Pipeline, is the only road-accessible airstrip in the northern foothills of the Brooks Range. It provides much needed access for recreational, industrial and government activities in this portion of the North Slope. Land for the Franklin Bluffs airstrip is also needed. Often coastal weather keeps aircraft operating under visual flight rules from being able to land at Deadhorse. An emergency airstrip is needed there for aircraft to land and wait. Today, aircraft are occasionally forced to land on the road when unforecast weather occurs.

Airports are an important component of Alaska's transportation infrastructure. Thank you for your attention to this legislation.

Sincerely,

Tom George
Alaska Regional Manager



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March 20th, 2014

Representative Peggy Wilson
State Capitol, Room 406
Juneau, AK 99801-1182

Re: HB 371

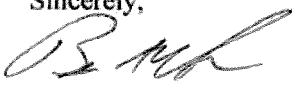
Dear Representative Wilson ,

I am writing to you on behalf of Colaska, Inc., in full support of HB 371. Colaska is the largest heavy civil contractor in the State, with operations in every region served by the Department of Transportation. Colaska companies, including QAP in the Central Region, Secon in the Southeast and Exclusive Paving in the Northern Region are extensively involved in airport and highway construction both on the road system and in remote areas, and we have experienced first-hand the delays and project impacts caused by the current system of land transfers and split authorities between different Departments within the State Government.

House Bill 371 will allow the Department of Transportation and Public Facilities to efficiently administer the construction and maintenance programs for the State's highways, airports, and public facilities consistent with the public interest. It will serve the interests of the State by eliminating unnecessary delays in transfer of required gravel sources from the Department of Natural Resources to the Department of Transport, which will result in greater efficiency and cost savings to the State. In Alaska, the construction season is severely limited by the weather. Any delay to a project makes it susceptible to increased cost if re-mobilization of the crew and equipment is required, as might happen if the temperature drops too low for paving near the end of the season. In short, highway and airport construction in Alaska is intolerant of delays, and any unnecessary delay should be avoided if at all possible.

I believe the rights of the existing leaseholders are quite sufficiently protected by this bill, as are the Public Notice provisions, and I urge you, for the greater good, to promote HB 371.

Sincerely,



Ben Northey, CPC

Rebecca Rooney

From: Dan Hall <DHALL@knik.lynden.com>
Sent: Friday, March 21, 2014 9:31 AM
To: Rep. Peggy Wilson; Sen. Dennis Egan
Subject: HB 371

Dear Senator Egan and Representative Wilson:

I am writing in support of SB 211 (and HB 371), an act relating to the Department of Transportation ("An Act providing for the Department of Transportation and Public Facilities to hold the surface estate of certain state land; relating to the transfer of certain state land and materials from the Department of Natural Resources to the Department of Transportation and Public Facilities for the construction or maintenance of the state highway system, state airports, and state public buildings and facilities; relating to the lease or sale of certain marine or harbor facilities; relating to the lease or disposal by the Department of Transportation and Public Facilities of rights-of-way, property interests, or improvements that are no longer required; relating to the grant of certain easements over submerged state land to the federal government; relating to the transfer of certain maintenance stations on the James Dalton Highway to the Department of Transportation and Public Facilities; relating to the conveyance of land for right-of-way purposes from the Alaska Railroad Corporation to the Department of Transportation and Public Facilities; and providing for an effective date.")

I believe this bill will increase efficiencies and clarity in DOT's processes. It will streamline projects and cut red tape, moving vital infrastructure projects forward and putting Alaskans to work.

As a relatively young state, Alaska lacks much needed infrastructure. And with a significant proportion of Alaska being remote, the cost of construction is already high, and will likely continue to rise. This bill will reduce redundancy and streamline projects and improve access to construction materials, as well as allow for conveyance of land for right-of-way purposes.

Thank you for your consideration of my comments.



Dan Hall

Cell 907-444-4041

Office 907-249-0208

Rebecca Rooney

From: Osgood, Stewart <sosgood@dowlhkm.com>
Sent: Sunday, March 23, 2014 5:08 PM
To: Sen. Dennis Egan; Rep. Peggy Wilson
Subject: HB 371 - DOWL HKM Supports It

Representative Peggy Wilson
Chair, House Transportation Committee
State Capitol Room 406
Juneau AK, 99801

Senator Dennis Egan
Chair, Senate Transportation Committee
State Capitol
Juneau, AK 99801

RE: HB 371

Dear Representative Wilson and Senator Egan,

My firm, DOWL HKM, supports the passage of HB 371 to allow the Department of Transportation and Public Facilities to more effectively carry out their mission of building, maintaining and operating the vital transportation facilities in Alaska. Our company is heavily invested in progressing the development of our States transportation facilities, and we've worked closely with DOT for decades to make that a reality. DOWL HKM is the largest civil engineering firm in Alaska and we are headquarter in Anchorage, with 23 total offices in 8 states. We employ in excess of 400 people at our peak in the summer, with nearly 200 in Alaska. While we have a diverse client base, Alaska DOT is among our largest clients and we have worked hand in hand with them to deliver many high quality projects to Alaska in the last several decades.

It would seem intuitive that the State Agency that relies heavily on the management of its' R/W and real estate base would also be the appropriate State Agency to directly manage that asset. Each construction season the DOT&PF delivers hundreds of construction projects that inject millions of dollars of public money into our economy. Project delivery is becoming more difficult each year due to additional regulations from state and federal agencies. Th combined effect on DOT is a slower, more expensive, and cumbersome process that adds virtually no value to the project. The people of the state of Alaska deserve better. It is imperative that this bill move forward to set the groundwork for DOT to work cooperatively with and other sister agencies to accomplish its mission.

It's apparent to us that DOT&PF is the appropriate good stewards of our transportation facilities, and should be encouraged to continue that stewardship with reasonable land ownership. HB 371 removes onerous oversight and management of State owned property and allows DOT&PF to make timely decisions that will reduce project delivery and enhance regular maintenance.

DOWLHKM supports this legislation and hopes for its quick passage. Thank you for hearing HB 371.

Sincerely,

Stewart Osgood, PE
President, DOWL HKM
Cell: 907-830-2233



March 25, 2014

Representative Peggy Wilson
Chair, Transportation Committee
State Capitol Room 406
Juneau, AK 99801

RE: HB 371

Dear Peggy

Cruz Construction Inc. is an Alaskan owned and operated business. We have projects all over the state year round. I am writing to you in support of House bill 371.

As the old saying goes, "Alaska has 2 seasons, winter and construction season." If HB 371 passed this would greatly benefit all construction trades in Alaska. The lessened wait time for permits would create projects to start quicker in turn would create us to have projects finished sooner and possibly cheaper.

HB 371 would create a streamline process for Construction projects that need permits for gravel sources near state lands. So many projects in the past have been delayed up to 2 years waiting for legislator approval. Cruz Construction Inc. creates jobs for Alaskans. We need to help build our economy all the while building Alaska for the future. Cruz Construction fully supports this legislation and hopes for its quick passage. Thank you for hearing HB371.

We look forward to a quick passage of HB371.

Best,

A handwritten signature in dark ink, appearing to read "Dave Cruz".

Dave Cruz, President of Cruz Companies



Interior Alaska – The “Place” To Do Business

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Phone (907) 452-1105 | Fax (907) 456-6968 | www.FairbanksChamber.org

March 31, 2014

Dear Members of the Senate Transportation & House Resources Committees,

The Greater Fairbanks Chamber of Commerce represents over 700 businesses and organizations throughout Interior Alaska and works to advocate for a healthy economic environment to ensure that Fairbanks and Interior Alaska are attractive places for both business and community. Transportation is a key factor that impacts not only our local economy, but that of the entire state. Toward these goals, the Chamber supports the Senate Transportation Committee's bill, SB 211 and companion bill HB 371, which deal with the transfer of state lands between the Department of Transportation and Public Facilities (DOT&PF), and the Department of Natural Resources (DNR), in support of the construction and maintenance of our transportation infrastructure.

It is our understanding that SB 211 and HB 371 will dramatically streamline some of the administrative procedures currently impeding the timely review and transfer of land management responsibility between these departments. This has, at times, delayed construction projects and led to increased timelines and ballooning project costs. The revisions in this bill are expected to help expedite transfers and improve overall efficiency.

The Fairbanks Chamber also strongly supports the transfer of lands containing the Happy Valley and Franklin Bluff airports to DOT&PF. The former pipeline construction camp at Happy Valley includes a serviceable airstrip which has become a key “remote” airport for small and medium sized aircraft, serving as a jump-off point for access to the northern Brooks Range and coastal plain. The Chamber has advocated for over 20 years for the state to retain sufficient land to protect the Happy Valley airstrip, which, given its strategic location along the Dalton Highway provides access for logistics and supply that supports industrial and recreational activities along this road corridor.

The state also needs to retain sufficient land along the Dalton Highway at Franklin Bluffs for two specific transportation purposes: 1) the installation of a future, much-needed DOT&PF maintenance station (in between the existing stations at Sag River and Deadhorse), and 2) sufficient land to restore an alternate/emergency airstrip, which will allow aircraft encountering coastal fog to land safely without expending unnecessary fuel, and wait for better weather. Today, aircraft are occasionally forced to land on the Dalton Highway, due to unforecast weather conditions.

While these areas are distant from Fairbanks, they are important elements of the transportation infrastructure, used by businesses and residents in Fairbanks as well as traffic from other parts of Alaska. We strongly support the land transfers and more efficient procedures as outlined in SB 211/HB 371.

Sincerely,

THE GREATER FAIRBANKS CHAMBER OF COMMERCE

Steve Lundgren
Board of Directors, Chair

Lisa Herbert
Executive Director

INVESTORS

DIAMOND

BP Exploration
ConocoPhillips
ExxonMobil
Fairbanks Daily News-Miner
Fairbanks Memorial Hospital &
Denali Center
Flint Hills Resources Alaska
Mt. McKinley Bank

PLATINUM

Alaska Pipeline Service Co.
Doyon, Limited
Fred Meyer Stores
Golden Heart Utilities
Wells Fargo Bank Alaska

GOLD

Birchwood Homes
Carlson Center
Denali State Bank
Design Alaska
Doyon Utilities LLC
First National Bank Alaska
GCI
Kinross Fort Knox Mine
Lynden
Northrim Bank
Sumitomo Metal Mining Pogo LLC
Usibelli Coal Mine
WAL-MART Stores, Inc.

SILVER

Alaska Airlines
Alaska Communications
Alaska Railroad
Alaska USA
Dr. Christopher Henry – Henry
Orthodontics
Everts Air Cargo, Everts Air AK
Exclusive Paving/Univ. Redi-Mix
Fairbanks Natural Gas
Flowline Alaska
General Teamsters Local 959
Golden Valley Electric Association
Hale & Associates, Inc.
JL Properties, Inc.
Key Bank
MAC Federal Credit Union
Personnel Plus
Sam's Club
Shell Exploration & Production Co.
Spirit of Alaska FCU
Tanana Valley Clinic
TDL Staffing
Tower Hill Mines-Livengood Gold
Project
University of Alaska Fairbanks
Verizon Wireless
Vivamore Companies
Yukon Title Company

Rebecca Rooney

From: Gallagher, Tim <Tim.Gallagher@hdrinc.com>
Sent: Tuesday, April 01, 2014 1:32 PM
To: Rep. Peggy Wilson; Sen. Dennis Egan
Subject: HDR Alaska Endorsement of HB 371 and SB 211

Representative Wilson and Senator Egan,

As the General Manager of HDR Alaska (150 employees), I want to express my full support for both of these bills.

Legislation that maximizes our ability to be as efficient as possible in developing our State's infrastructure is critical to economic viability.

Thanks for all that you do.

Tim

Tim Gallagher, P.E.HDR Alaska, Inc.

Vice President

Area Manager

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