

H B

115

#	Date In	Doc. Type	Date	Subject	DESCRIPTION	From	Copied	Init
(1)		Bill		HB 115				
(2)		Pkt.		House Calendar Info Pkt.				
	2a			Minutes - FIU	2/26/88			
	2b				TRA 3/4/87			
	2c				TRA 3/11/87			
(3)		Pkt		House Fin Com. Pkt				
	3a			FIN Com Rpt w CS HB 115 (1-10)				
	3b			" " "	lts of int ind incurred FIU			
	3c			FN Corrected #3	3/2/88			
	3d			FN Corrected #4	3/2/88			
(4)	4/25	Amx.	4/25/8	Cal Error	and Lobby			
(5)	4/27	Art.	4/26	FAI Daily News	Minutes			
(6)		ltr	5/23/8	HCHA	to Dean			
(7)		ltr	6/26/8	Dean	to Sp.			
(8)		map						
(9)		Study		Utility	Corridor			

PUBLIC OPINION MESSAGE

Sp/ORA

DEAR: REPRESENTATIVE SPRINGER

NAME: VERNON F. MILLER, CHIEF

TITLE:

ADDRESS: 1455 SKYLINE DRIVE

CITY: FAIRBANKS

ZIP: 99712

PHONE: 457-5602

BILL NO: HB 115

SUBJECT: PUBLIC USE OF DALTON HIGHWAY

MESSAGE: PLEASE BE ADVISED THAT THE ATTEMPT TO KILL THE DALTON BILL VIOLATES MY SUBSISTENCE RIGHTS TO HARVEST BEAUFORT SEA FISH AND OTHER TRADITIONAL FOODS. AS STATED EARLIER, WISEMAN IS THE ONLY VILLAGE ON THE ROAD AND IS NOT OPPOSED TO FULLY OPENING THE HAUL ROAD. EOM/MJO/C

POMID: 07135907

DATE: 04/28/88

TIME: 13:59:07

LIONAME: FAIRBANKS LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

WALLIS

COLLINS

ZAWACKI

BOYER

DAVIS

GOLL

POURCHOT

SHACKHAMMER

COTTEN

NAVARRE

TAYLOR

BOUCHER

HUDSON

PEARCE

CATO

HERRMANN

ADAMS

BROWN

FRANK

LARSON

RIEGER

BARNES

GRUENBERG

SUND

ULMER

GRUSSENDORF

MILLER

KOPONEN

COGHILL

FAHRENKAMP

FANNING

HALFORD

KELLY

STURGULEWSKI

SZYMANSKI

ZHAROFF

BINKLEY

DUNCAN

FISCHER

HENSLEY

UEHLING

FAIKS

JOSEPHSON

KERTTULA

RODEY

ABOOD

JONES

APR 29 1988

PUBLIC OPINION MESSAGE

Sp/CRA
APR 28 1988

DEAR: REPRESENTATIVE SPRINGER

NAME: JENNY DEVRIES
TITLE: ALASKA WILDLIFE ALLIANCE
ADDRESS: PO BOX 19053
CITY: ANCHORAGE ZIP: 99519
PHONE: 277-0897
BILL NO: HB 115
SUBJECT: PUBLIC USE OF DALTON HIGHWAY

MESSAGE: I WOULD LIKE YOU TO HOLD HB 115 IN COMMITTEE. AFTER TALKING TO BIOLOGISTS I AM CONCERNED ABOUT SHEEP IN THE ATIGUN GORGE AREA. THIS IS A MAJOR SHEEP LAMBING AND MINERAL LICK AREA. SHEEP ARE TOTALLY APPROACHABLE AT MINERAL LICKS AND THEY ARE PROGRAMED NOT TO LEAVE A LAMBING AREA. WE FEEL THEY WOULD BE AT A GREAT RISK.

POMID: 03111127
DATE: 04/27/88
TIME: 11:11:27
LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES

CATO
COLLINS
HERRMANN
ZAWACKI

BILL PREPARATION/ACTION*

Bill # HB 115

Date Referred: 4/10/8

Out:

Title: Public Use of Dalton Hwy.

Sponsor: Frank/Miller/Bayer

Referrals: TRA FIN CRA

CONTACTS:*****

Name

<u>Frank</u>		
<u>Oscar Frank - Tawana Chiefs Conf. 452-8251</u>	<u>call inf (T) - opposed HB 115</u>	
<u>(Lisa Queger) DNR notif</u>		

REMARKS:

MEETINGS:*****

<u>Date</u>	<u>Action</u>

*See other side for additional information.

CONTAC.TXT

THE FOLLOWING DOCUMENT HAS
NOT BEEN FILMED BUT IS
AVAILABLE IN THE ORIGINAL
FILE

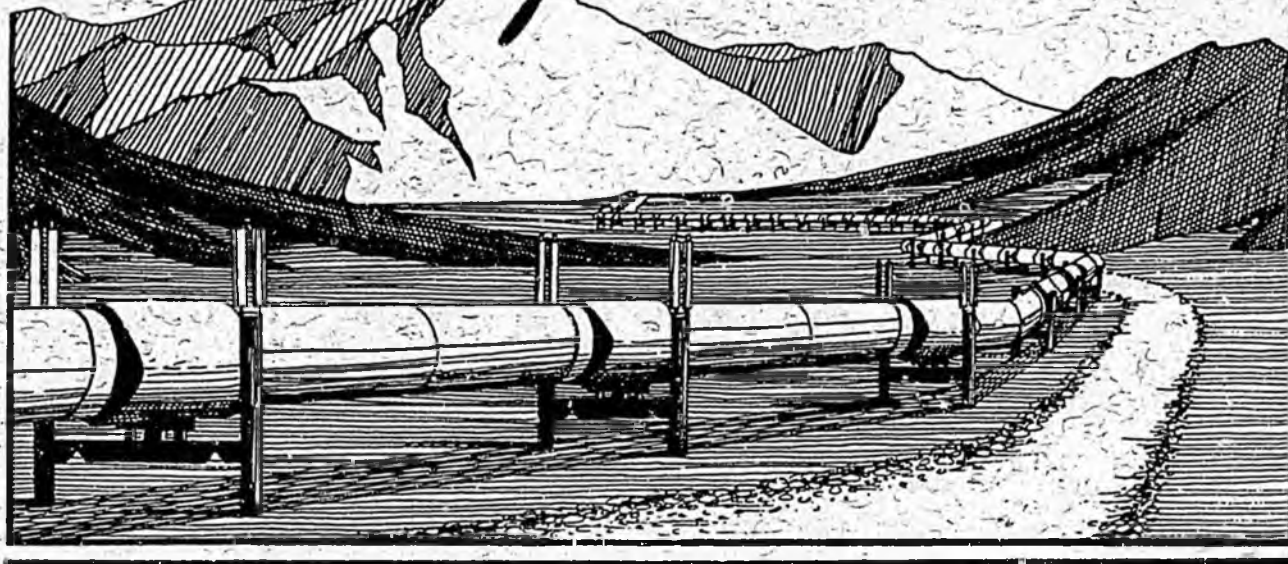
④

HB 115 1988

BLM-AK-PF87-016-1610-960

APR 25 1988

Utility Corridor



Draft Resource Management Plan and Environmental Impact Statement

with

The Central Arctic Management Area
Wilderness Study Supplement



U.S. Department of the Interior
Bureau of Land Management
Arctic District Office, ALASKA

18 AUG 1987



Alaska State Legislature

House of Representatives

Committee on Community & Regional Affairs

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4833

May 23, 1988

Mr. M. Thomas Dean
Arctic District Manager
Arctic District Office
Bureau of Land Management
United States Department of the Interior
1541 Gaffney Road
Fairbanks, Alaska 99703-1399

Re: Utility Corridor Resource Management Plan

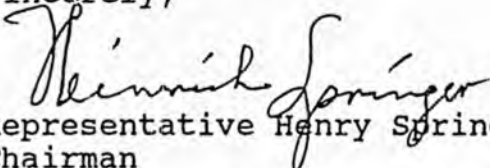
Dear Mr. Dean:

In February of 1987, House Bill 115, relating to public use of the Dalton Highway, was introduced in the Alaska State Legislature. It is currently in the House Community and Regional Affairs Committee.

Although this bill did not pass the legislature this session, there has been and will continue to be considerable public interest in opening this road for public use. I believe it would be prudent to address this situation in the Utility Corridor study and recommend that you seriously consider this possibility and its ramifications in the plan. It is entirely possible that similar legislation will be introduced next session.

A copy of the original bill is enclosed, for your information.

Sincerely,


Representative Henry Springer
Chairman

Enclosure

HB 115 - Update

Thru: Thomas Dean, BLM, FAI, 474-2302

Essentially no change in past 4 months. They are finished with first public hearing process. Dean projects the management plan will be ready for the Governor's consistency review by late February, 1989, with a target of April-June, 1989, for the final published product.

Primary areas of concern:

State Selection--

Greatest issue of disagreement. Few want state selection in corridor, except extreme north end, where state has land now.

Subsistence--

Favor strong federal government management in corridor because of the legal responsibilities in this area.

Minerals--

Mining favors BLM administration of the corridor. One Fairbanks group was concerned that it might become an extension of a national park.

Recreation--

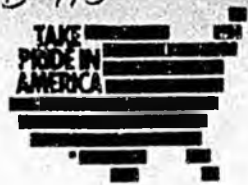
Most favor BLM recreation development, consistent with utility and transportation issues. Environmentalists not in favor of road opening.

Once submitted to Governor for consistency review (he has 60 days), there is a 30 day public comment period.



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
ARCTIC DISTRICT OFFICE
1541 GAFFNEY ROAD
FAIRBANKS, ALASKA 99703-1399



1600 (060)

JUN 16 1988

JUN 24 1988

Honorable Henry Springer
Chairman, Committee on Community and Regional Affairs
Alaska State Legislature
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Mr. Springer:

I wanted to take the opportunity to respond to your letter of May 23, 1988, requesting that the draft "Utility Corridor Draft Resource Management Plan and Environmental Impact Statement," prepared by my office, address the potential opening of the Dalton Highway north of Disaster Creek.

I certainly agree with you that opening the road to public travel north of Disaster Creek would affect our management of Utility Corridor lands. In our proposals regarding management of recreation resources and facilities, the draft plan states that the BLM intends to improve existing recreation facilities and install new facilities (camp grounds, trail heads, waysides), along the Dalton Highway south of Disaster Creek. The draft plan also states that if the State decides to open the road to public travel as far north as Prudhoe Bay, the BLM will implement contingency plans to construct additional camp grounds and waysides for travelers north of Disaster Creek.

As you know, opening or closing the highway to public travel is a prerogative exercised by the State of Alaska. The draft plan recognizes the State's jurisdiction in this matter and allows for new facilities to meet public needs in the event the State decides to open the road further north than it is presently opened.

Be assured that the BLM will continue to work closely with the State of Alaska on issues related to the public use of the Dalton Highway.

The final plan for the Utility Corridor is due to be published in October 1988. If there is any additional information you may need regarding the draft plan or the final plan, please do not hesitate to write or call me.

Sincerely yours,

M. Thomas Dean
Arctic District Manager

cc: 910 (ASD)
912 (Vickery)

⑥ HB 115



Alaska State Legislature

House of Representatives

Committee on Community & Regional Affairs

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4833

May 23, 1988

Mr. M. Thomas Dean
Arctic District Manager
Arctic District Office
Bureau of Land Management
United States Department of the Interior
1541 Gaffney Road
Fairbanks, Alaska 99703-1399

Re: Utility Corridor Resource Management Plan

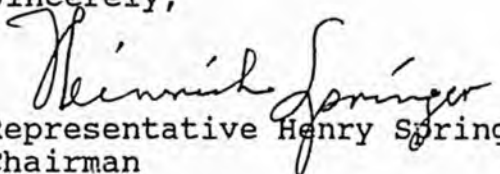
Dear Mr. Dean:

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Sincerely,


Representative Henry Springer
Chairman

Enclosure



BLM news release



Bureau of Land Management

U.S. Department of the Interior

for further information contact:

release number:

date:

William J. Robertson
Chief, Public Affairs
Fairbanks Support Center
1150 University Avenue
Fairbanks, Alaska 99709-3844
Tel: 474-2231

F-8-19

9/19/88

BLM Changes Address

Most Bureau of Land Management offices have moved to a new address, effective Sept. 19, 1988. BLM's Fairbanks Support Center and Arctic, Kobuk and Steese/White Mountains districts are now located in a new office at 1150 University Avenue. The BLM's Alaska Fire Service will remain on Fort Wainwright.

The new office building is located near the State of Alaska's Department of Natural Resources on the corner of University Avenue and Airport Way in Fairbanks. This location provides more convenient access than the previous office on Fort Wainwright, and co-locating with the State of Alaska will provide the public with "one-stop shopping" on land management issues.

The new address is: Bureau of Land Management, 1150 University Avenue, Fairbanks, Alaska 99709-3844. Phone numbers are:

Receptionist: 474-2200

Steese/White Mountains District: 474-2350

Arctic District: 474-2300

Land Information Office: 474-2250

Kobuk District: 474-2330

Public Affairs/Fire Information: 474-2230

-end-

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

HC+RA

4-25-88

3:00 PM

4-27-88

3:00 P.M



Official Business

COMMITTEE:

HOUSE COMMUNITY & REGIONAL AFFAIRS

DATE: Mon. April 25, 1988

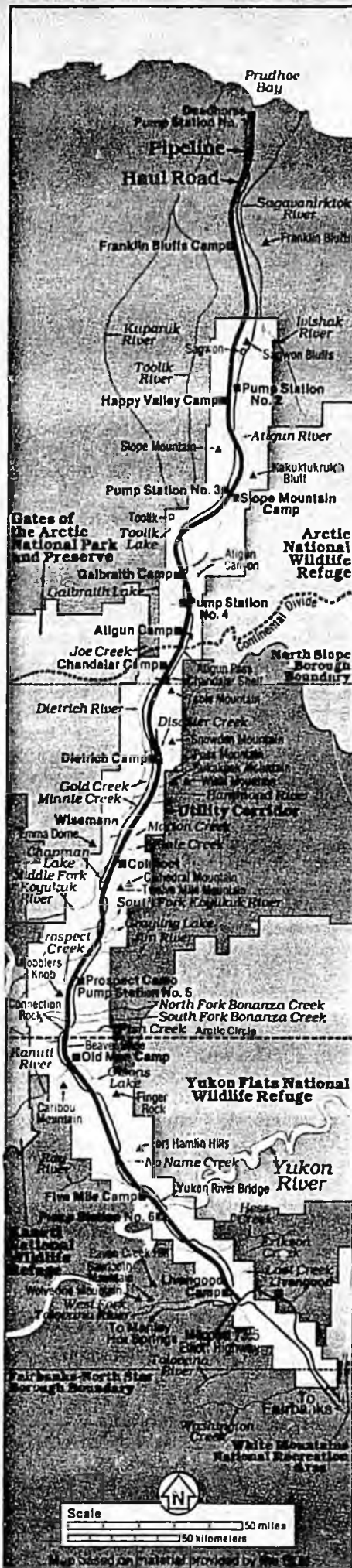
SIGN-IN

Subject of meeting:

HB 115 Public Use of Dalton Highway

Work Session: Bills in Committee

NAME (PLS PRINT)	YOUR TITLE & ADDRESS	PHONE	REPRESENTING	BILL #	DO YOU WANT TO TESTIFY?
MARY KANOFWICK	AEL volunteer / Anch		AEL	115	yes
Rep Frank					
Rep Wallis					



Road is 45 mph, but many curves are flat and designed for only 40 mph or less.

Emergencies: Services are extremely limited. However, the Alaska State Troopers patrol the highway and many trucks have citizen's band radio communications in the event of an accident or other medical emergency.

Animals: Wild animals should never be given food handouts. These animals could become dependent on this source and frequent the road areas with its vehicle hazards. Animals seen near the roadway are wild and sometimes dangerous. They should never be closely approached.

The following log covers the entire length of the Haul Road. From Fairbanks, take the Steese Expressway north 11.5 miles to the junction of the Elliott Highway. Continue on the Elliott to Milepost 73.5 and the junction with the North Slope Haul Road.

LOG OF THE NORTH SLOPE HAUL ROAD

Distance from Elliott Highway/Haul Road junction (J) is followed by distance from Prudhoe Bay (P).

J 0 (P 416) Junction with Elliott Highway at Milepost 73.5. An information center for the Haul Road is planned for construction in 1981.

J 1.4 (P 414.6) View of a long length of pipeline as it crests a hill.

J 2.2 (P 413.8) Pipeline passes under the highway.

J 3 (P 413) Sweeping view of the pipeline and Tolovana River area to the south-east. Turnout on south side of road.

J 4 (P 412) Highway descends steeply into the Lost Creek valley. Lost Creek flows into the West Fork Tolovana River. Pipeline is visible stretching across the ridges of the distant hills.

J 5.7 (P 410.3) Lost Creek passes beneath the highway. Pipeline access road. No public admittance. There are many of these access roads along this highway. For security purposes and to prevent damage to the pipeline, they are posted for no public access.

J 6 (P 410) Steep, winding hill out of the valley.

J 9 (P 407) Road follows a high ridge with a spectacular view of Hess Creek area and pipeline. Pipeline parallels the road to the northeast following the tops of the high ridges. Dense birch/black spruce show effects of severe climate and snow loads.

J 10 (P 406) Highway descends into a deep hollow made by one of the tributaries of Erikson Creek.

J 12 (P 404) Small gravel turnout on left.

J 12.1 (P 403.9) Highway passes over a small unnamed creek.

J 19 (P 397) Road passes through expanse of scrub spruce and birch.

J 19.3 (P 395.7) Access to a material site.

J 21 (P 395) Descent to Hess Creek begins. *Caution: 35-mph curves.*

J 23.8 (P 392.2) Hess Creek bridge. Large gravel bar along creek. *Caution:* Sandpit at entrance to gravel bar is an easy place to get stuck. There are no camping facilities available. Have your mosquito repellent handy. Hess Creek is the largest stream between the Elliott Highway and the Yukon River bridge.

J 25 (P 391) Gravel turnout. Good view of pipeline as it crosses Hess Creek and valley.

J 26.5 (P 389.5) The effects of a large lightning-caused forest fire that burned 15,600 acres in 1971 are still visible. This is a good reminder of the scenic damage that can be caused by wildfire. However, fire is a part of the natural environment and can be beneficial in recycling vegetation and providing new wildlife habitat, although it can have the harmful effect of removing valuable timber from man's use.

J 28.3 (P 387.7) Gravel pit road and pipeline access road.

J 29 (P 387) Highway and pipeline cross a creek at the bottom of a low valley.

J 29.5 (P 386.5) Pipeline is close to east side of road. This section is raised on vertical steel pipes called vertical support members (VSMs). The pipeline is constructed this way in permafrost soils where the pipe could not be safely buried. The finned structures extending from the VSMs serve to dissipate heat and to keep the ground frozen and stable.

J 30 (P 386) Most of the rolling hills visible from here are just over 2,000 feet in elevation.

J 33.8 (P 382.2) Tributary of Hess Creek.

J 38.1 (P 377.9) Pipeline goes under road. Evidence of the revegetation project undertaken by the oil companies can be seen here.

J 38.7 (377.3) Road to gravel pit.

J 40.3 (P 375.7) Sweeping views to the south of the Hess and Troublesome Creek area.

J 40.8 (P 375.2) Overview of hundreds of square miles of unpopulated land. The most prominent peaks are Raven Creek Hill, Sawtooth Mountain, and Wolverine Mountain.

J 41.3 (P 374.7) Large gravel turnout to the west of road.

J 47.5 (P 368.5) Ridge road with view.

J 47.9 (P 368.1) Highway begins descent to Yukon River.

J 48.9 (P 367.1) Several miles of pipeline can be seen stretching across the distant hills like a crooked snake. The jogs in the pipeline allow for expansion and contraction caused by temperature extremes and protection from possible earth movement during earthquakes.

J 49.1 (P 366.9) Pipeline access road.

J 51.5 (P 364.4) Junction. Turn right and drive 5.4 miles over a rough and steep gravel road to a BLM off-road parking area with vault toilets, fire rings, and litter barrels. Boat-launching area on banks of the Yukon River. *Caution:* The river is swift and can be dangerous.

J 53.2 (P 362.8) First glimpse of the Yukon River. As road descends, you can see the pipeline suspended on the side of the bridge where it crosses the river.

Sp/CRA MAY -2 1988

Dear Representative Henry Spruizer, 4-27-88

This letter concerns ~~the opening of the~~
~~Haul Road (HB 115).~~ I believe it is a bad
~~idea~~ - as, if it is opened - the disturbance of
the area would greatly increase. - Hunting,
ATV use, and even exposure to greater #s
of backpackers - will change the area & affect
the wildlife adversely. I am a backpacker &
would greatly love to hike up there - but
if it meant opening up the road to everyone
I would be willing to give up the idea of
backpacking there. The area concerned is very
important breeding ground for birds, caribou
and musk oxen - and these animals are most
sensitive to people while breeding - I want them
to remain as safe as possible.

Thank you very much
Betsy Chronic

APR 25 1988



Wilderness Birding Adventures

P.O. Box 10-3747
Anchorage, Alaska
99510-3747
(907) 694-7442

April 17, 1988

Rep. Heinrich Springer
Alaska State Legislature
Capitol 601
P.O. V
Juneau, AK 99811

Dear Representative Springer:

I would like to express my strong opposition to HB 115. I am concerned about the wildlife along this road. Not only am I concerned about the potential increases in both legal and illegal hunting but also the peregrines which nest on the Sagwon Bluffs. I've worked with peregrines and other raptors for over fifteen years several on the Colville River. Throughout that time I've often encountered the illegal taking of raptors in the name of falconry. Although on two occasions suspicious circumstances left me concerned birds were being taken on the Colville, I have no hard evidence of illegal activities in Alaska. Falconry is an honorable activity with which I have no problem when done legally. There is however in my opinion a real danger of the Sagwon birds being taken illegally if they become within easy access on the general public, which will be the result of opening the Haul Road.

My business is taking people into the Brooks Range and onto the arctic slope in search of wildlife. While opening the Haul Road would present interesting options regarding access for my trips it is greatly out weighed by the negative affects.

It is my suspicion that much of the pressure to open the Haul Road is originating from the desire of the Nuiqsut people to be connected to the road system. I've been to and operated out of Nuiqsut on a number of occasions. My impression is that the state has already overreacted in providing services to this community at public expense. To build a road there is crazy, and would be an irresponsible act. Not only would the expense be out of line but the degradation on the coastal plain is unacceptable.

The rumors coming back from the south side of the Brooks Range, the portion already open, concerning the uncontrolled carnage of



wildlife gives me chills and makes me ashamed of my fellow Alaskans.

The wilderness qualities of the North Slope will be decreased forever, that along with the affect on the wildlife will damage my business. These will be great personal loses to all of us.

Please don't let this happen to our land, wiildlife and state treasury.

Truly yours,

A handwritten signature in black ink, appearing to read 'Bob Dittrick'. The signature is stylized with a large, bold 'B' and 'D'.

Bob Dittrick



Greater Fairbanks

AB115
Chamber

of Commerce

First National Center

P.O. Box 74446

709 Second Avenue

(907) 452-1105

Fairbanks, Alaska 99707

APR 25 1988

April 21, 1988

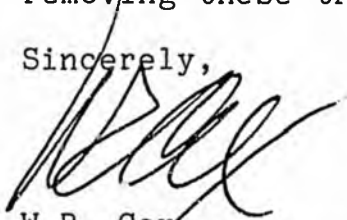
Representative Heinrich Springer
P.O. Box V
Juneau, Alaska 99811

Dear Representative Springer:

The unrestricted opening of the Dalton Highway is still a high priority with our Chamber members. As explained in our Interior Transportation Needs/Report, opening this road to the public is important from four major perspectives: First, a closed Dalton Highway encumbers development and the logistical sustainment of the North Slope Borough as well as the quality of life of it's residents. Secondly, a boundary restricting travel contributes to and reinforces regional attitudes. Third, it would allow merchants and businesses in Fairbanks to be participants in expansion and economic growth for the North Star Borough. And finally, keeping the Dalton closed, regardless of who's agenda, subtly, if not with intent, supports a form of sovereignty. That's unacceptable! For the good of all Alaskans this precedent should be eliminated.

Please give serious attention to our position and press for removing these travel restrictions this session.

Sincerely,



W.R. Cox
President and C.E.O.

WRC:jlw

Tanana Chiefs Conference, Inc.

APR 25 1988

201 First Ave.
Fairbanks, Alaska 99701
(907) 452-8251

YUKON TANANA SUBREGION

April 22, 1988

Representative Heinrich Springer
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Representative Springer:

During the Tanana Chiefs Conference March 1988 Annual Convention Resolution 88-88 North Slope Haul Road was passed by village delegates. Resolution 88-88 opposes House Bill (H.B.) 115.

H.B. 115 proposes opening the Haul Road to the Arctic Ocean, yet the Dalton stops several miles short. Access would have to be across private oil company roads.

A common argument is that public funds are used to maintain the road, so the public should be allowed to drive it. Does the public through increased access on the Dalton have the right to impinge on limited resources of surrounding villages?

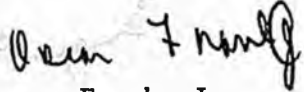
What are the capital costs and operating costs of opening the entire Dalton Highway to public use?

I think the Legislature should at least conduct a teleconference so the affected villages can testify on H.B. 115. After all, H.B. 115 will certainly impact them and their lands. H.B. 115 should not pass the Legislature.

Thank you for your time and consideration.

Sincerely,

TANANA CHIEFS CONFERENCE, INC.


Oscar Frank, Jr.
Community Resource Coordinator

Enclosure
OFJr/alj

cc: Alatna Village Council
Allakaket Village Council
Evansville Village Council
Stevens Village Council

TANANA CHIEFS CONFERENCE, INC.
Board of Directors
Resolution No. 88-88

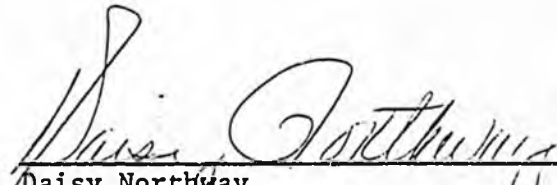
NORTH SLOPE HAUL ROAD

- WHEREAS, the haul road cuts right through the lands used by Interior villages such as Stevens Village, Allakaket, Evansville, Hughes, Rampart, Alatna, Huslia and Anaktuvuk Pass to make a living; and\
- WHEREAS, the haul road was built with State involvement with little or no input from the public, especially the affected villages; and,
- WHEREAS, the State has not done anything to mitigate the haul road impacts to the villages to date or to educate the public about the Athabascan and Inupiaq culture and the subsistence economy; and,
- WHEREAS, the impacts of the haul road to the villages has caused much hardship to the people and their traditional land; and,
- WHEREAS, the State's current fiscal position and the expense involved in maintaining and patrolling the haul road leaves it unable to afford to open the haul road; and,
- WHEREAS, HB115 proposes to open the haul road to the ocean;

NOW THEREFORE BE I. RESOLVED that the Tanana Chiefs Conference Board of Directors opposes HB115 and requests the State to take immediate action to mitigate the negative impacts of the haul road to the villages affected, and work to improve the subsistence economy of those areas.

C E R T I F I C A T I O N

I hereby certify that this resolution was duly passed by the Tanana Chiefs Conference, Inc. Board of Directors on March 17, 1988 at Fairbanks, Alaska and a quorum was duly established.


Daisy Northway
Secretary-Treasurer
Tanana Chiefs Conference, Inc.

Submitted by: Fairbanks Subregion

File Contents

HB 115 - Public Use of Dalton Highway

- | <u>No.</u> | <u>Description</u> |
|------------|---|
| 1. | Bill - HB 115 |
| 2. | House Calendar Info. Packet |
| | 2a) Minutes - HFIN Com. - 02/26/88 |
| | 2b) Minutes - HTRA Com. - 03/04/87 |
| | 2c) Minutes - HTRA Com. - 03/11/87 |
| 3. | House Finance Committee Packet |
| | 3a) HFIN Com. Report, CS HB 115 (FIN) |
| | 3b) HFIN Com. Report, [CS HB 115 (FIN)] w/Letter of Intent and <u>Incorrect</u> Fiscal Notes 3 & 4. |
| | 3c) Fiscal Note #3, Corrected, 3/21/88 |
| | 3d) Fiscal Note #4, Corrected, 3/21/88 |
| 4. | <i>A E Lobby. stmt</i> |
| 5. | <i>FAI News minis Article</i> |

HB 115

2. House Calendar Info. Packet

2a) Minutes - HFIN Com. - 02/26/88

2b) Minutes - HTRA Com. - 03/04/87

2c) Minutes - HTRA Com. - 03/11/87

HB115PKT.FIL

② HB 115

BILL HISTORY - HOUSE ACTION

HB 115

HOUSE CALENDAR:

HOUSE JOURNAL FEBRUARY 11, 1987

HB 115

HOUSE BILL NO. 115 by Frank, Miller and Boyer, entitled:

"An Act relating to public use of the Dalton Highway."

was read the first time and referred to the Transportation and Finance Committees.

HOUSE JOURNAL FEBRUARY 16, 1987

HB 115

Representative Menard added his name as co-sponsor to:

HOUSE BILL NO. 115

"An Act relating to public use of the Dalton Highway."

HOUSE JOURNAL MARCH 13, 1987

HB 115

The Transportation Committee has considered:

HOUSE BILL NO. 115

"An Act relating to public use of the Dalton Highway."

Recommending do pass (5): Cato (Chairman), Hudson, Miller, Pearce, Springer

Two fiscal notes were published March 13, 1987.

HB 115 was referred to the Finance Committee.

HOUSE JOURNAL FEBRUARY 29, 1988

HB 115

The Finance Committee has considered:

HOUSE BILL NO. 115

"An Act relating to public use of the Dalton Highway."

and recommends it be replaced with the following committee substitute:

CS FOR HOUSE BILL NO. 115 (Finance)

"An Act relating to the Dalton Highway."

Recommending do pass (2): Rieger, Frank

Recommending do not pass (1): Brown

No recommendation (7): Adams (Chairman), Pourchot, Larson, Goll, Swackhammer, Boyer, Davis

Other recommendations (1): Wallis (signed "please don't hurt my people anymore")

A letter of intent, signed by Adams (Chairman), appears below:

House Finance Committee
Letter of Intent
for
CSHB 115(Fin)

"It is the intent of the Legislature that the Department of Transportation and Public Facilities work with the operators of the Prudhoe Bay oil fields to allow access beyond the security checkpoints to the Arctic Ocean.

It is the intent of the Legislature that the Department of Public Safety issue citations for violations of fish and game regulations and provide supporting evidence of such violations, and that the Department of Law prosecute those violators.

The Legislature intends that an annual review of the effect of public use of the Dalton Highway be conducted by the Department of Public Safety to determine the success of law enforcement efforts on curtailing fish and game violations and that the Department of Law review the prosecution of such violations.

The Legislature further intends that the Department of Public Safety utilize Fish and Wildlife Protection intern officers where needed along the Dalton Highway corridor to ensure adequate enforcement of fish and game laws during the hunting season.

It is the intent of the Legislature that the Department of Public Safety review the number of search and rescue operations conducted annually, the success ratio, the related cost, and who bore the expense. The Department of Public Safety will also review whether adequate personnel is being maintained on the highway to ensure human safety and deterrence of game violations.

Finally, it is the intent of the Legislature that the Department of Transportation and Public Facilities conduct an annual review to determine whether adequate facilities exist on the highway to meet the public demand and to allow for safe public travel."

Two fiscal notes was published February 29, 1988.

HB 115 was referred to the Rules Committee for placement on the calendar.

HB 115

Relating to public use of the Dalton Highway.

Chairman Adams stated that this bill would open the northern portion of the Dalton Highway to the general public and prohibit the collection of tolls for public use. The effect of this bill would be to open the remaining portion of the road to Prudhoe Bay, he said. He said that because not all the fiscal notes are current, the bill would be placed in subcommittee. The subcommittee will consist of Representative Adams, Chair, Representative Pourchot, and Representative Frank. Representative Wallis requested to participate on the subcommittee, which was approved.

HOUSE BILL NO. 115

"An Act relating to public use of the Dalton Highway."

Chairman Adams advised members that HB 115 had been placed in a subcommittee consisting of Representative Adams, Chair; Representative Frank, Representative Pourchot, and Representative Wallis. The bill would allow the Department of Transportation and Public Facilities to open a previously closed portion of the Dalton Highway to the public. The changes made by the subcommittee addressed technical changes necessary to more accurately describe how far the road would be extended.

REPRESENTATIVE FRANK, SPONSOR OF THE BILL, advised members that the Committee Substitute would change the terminus of the opened portion to a terminus near the Arctic Ocean. He said the last few miles of the road is on oil leased land and contains oil facilities with security checkpoints. He said intent language asks the Department of Transportation and Public Facilities to work with oil field operators to gain public access, if possible and practicable, to the Arctic Ocean. He believed this would provide increased tourism benefits. Public access to tour operators is currently being provided. Representative Frank said his purpose in sponsoring the bill would be to provide increased tourism and recreational opportunities coupled with a philosophical desire to see public roads opened to the public.

Representative Frank said a number of hearings were held in subcommittee on the bill in an attempt to address the concerns with regard to fish and game enforcement. The Department of Public Safety provided a fiscal note which provided for three additional enforcement personnel which is their expectation of need to adequately address enforcement. The Department of Fish and Game felt they could ensure the well being of the Arctic caribou herd and other wildlife in the Dalton area without additional resources. The Bureau of Land Management supports public use of the highway and would attempt through

their management plan to develop appropriate facilities.

The Department of Transportation and Public Facilities supports the opening of the highway. Representative Frank said there would not be any additional maintenance impact on the road due to light public traffic. It is believed that the Dalton Highway is safer than a number of highways in remote areas, however, the Department of Transportation and Public Facilities would maintain the right to close the road should it be necessary for safety or other reasons. This provision is not exclusive to the Dalton Highway.

Representative Frank said the primary opposition to the bill comes from a general concern regarding fish and game enforcement capabilities and general impact concerns. Representative Frank felt the subcommittee had attempted to address those concerns. He acknowledged a letter from the North Slope Borough in opposition to the bill. Representative Frank said their primary concern regards the placement of the additional enforcement personnel and adequate prosecution of violations. He advised members that the Department of Public Safety and Fairbanks' District Attorney have indicated that the capability exists to increase prosecution based on increased enforcement.

Representative Wallis expressed shock that the bill was before the Committee at this time. She acknowledged the fact that she had not been notified of the intent of the Committee to address the bill during today's meeting. Representative Wallis believed there to be four branches of government (i.e.: executive, legislative, courts, and oil companies). She took exception to the fact that these "branches" were playing in her "backyard". She indicated her desire to have representatives of communities in her district attend the hearing on the bill and describe the devastating effects it would inflict on their subsistence activities. Representative Wallis stated that the current caribou herd is at its maximum sustainable yield and will be drastically effected should the legislation be enacted. She emphasized the importance of wildlife resources to her district's livelihood and well being. She said it is their "only available grocery store". Representative Wallis discussed the pressures being applied to her district as a result of the potential opening of ANWR and passage of this legislation. She said a strong urban Alaska is dependent upon a strong rural Alaska. She emphatically stressed her opposition to opening the road and any resulting experimentation with wildlife enforcement capabilities which would negatively impact her people.

Representative Brown asked if the state would incur any additional liability due to the lack of facilities along the road and status of the roads condition. COMMISSIONER MARK HICKEY, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, advised members that the potential for exposure is increased

should that portion of the road which is not currently open be opened for general public access. He said it would be difficult to quantify the significance of such an opening. He said there are a number of roads which are opened to tourist traffic, such as the Denali and Taylor Highways, which do not meet the standards of the Dalton Highway. Commissioner Hickey believed that the effects of maintenance funding statewide is significantly more important to the state's liability than the decision to open this road.

Representative Brown asked who paid for the road. Commissioner Hickey said it is now owned by the state and was originally built by the producers in Alyeska. Representative Brown asked how the "spine roads" on the North Slope would be effected by the opening of the Dalton Highway. Commissioner Hickey said they are not state facilities. The state facility terminates approximately 2 miles short of Deadhorse. The other roads are private with their use and security controlled by the companies leasing the parcels. Representative Brown discussed the lack of concurrence concerning whether the roads are public or private due to the use of public gravel during construction. She felt that should it be argued that they should be opened to the public there could be security implications for the oil fields at Prudhoe Bay. She believed that opening the balance of the Dalton Highway could set a precedent for the opening of these roads.

There was discussion concerning the estimated number of people who would use the road. Commissioner Hickey reiterated that it would be speculative to guess the number of potential users. He emphasized the fact that there has been a sizeable increase in tour companies which use the road due to a strong marketing effort. In response to a question from Representative Brown concerning the relative priority of maintaining this road as compared to others in the state, Commissioner Hickey said there would be a \$10,000 increase and this would not be the department's highest priority.

Representative Goll advised members that he and several others had been concerned with the future budget requirements, due to increased management responsibilities, which might be imposed as a consequence of the legislation. Therefore, he contacted each affected agency asking that they reexamine their fiscal notes to ensure that they adequately reflected the amount necessary for maximum protection of the resources in the area. In response to this inquiry, the Department of Fish and Game reiterated their feeling that their existing staff would be adequate to perform the task. The Department of Public Safety also believed their fiscal note requesting \$603.6, which would provide for three additional enforcement officers, would be adequate.

Representative Wallis did not take exception with the amounts of the fiscal notes, however, questioned the furtherance of

pressure on the wildlife resource in her district.

Representative Davis discussed past efforts to enact legislation to address fishing and hunting violations along the pipeline corridor. Although the legislation was not enacted, he said regulations had been adopted by the Board of Fish and Game. He asked if those regulations had provided the "teeth" necessary to adequately enforce game violations.

COMMISSIONER ENGLISH, DEPARTMENT OF PUBLIC SAFETY, did not know if there were any "teeth" in the regulations. He said there is one fish and wildlife officer at Coldfoot with minimal enforcement activity in the area. He said the additional positions would be the first effort to assess the enforcement need for the area.

Representative Davis said the Department of Natural Resources maintains that the spine roads are in fact public roads and it has not accepted any money for the gravel used on the roads. He asked if the road to Nuiqsut would be private or public should it be opened. Commissioner Hickey said as a result of legislation direction, the department is engaged in a reconnaissance, or location study, for a public road to be built from the Dalton Highway to Nuiqsut. He said authorization was provided approximately three years ago with federal aid funds matched by NPRA (National Petroleum Reserve Alaska) funds. He said the federal funds have not been available, however, the department has initiated the reconnaissance work using the NPRA match money. The road would be a public road. Should federal funds be used, the Federal Highway Administration in Alaska maintains that the current state law prohibiting access to the public north of the Coldfoot area is a constraint to allowing use of federal money in construction of the Nuiqsut road or any other road coming off the Dalton north of the restricted area.

There was discussion concerning the Department of Transportation's statutory authority under AS 19.40.120 with respect to road closures as may be necessary.

Representative Wallis discussed the issue of pipeline security in relationship to the need for public access to the Dalton Highway. She said the cost estimates by Public Safety have been based on past caseloads. She reiterated the fact that there has only been one fish and wildlife officer in the area. Representative Wallis maintained that had there been more enforcement capability there would have been more cases since there are a number of violations occurring. She did not believe that three enforcement officers could adequately patrol the five mile corridor. She acknowledged the fact that ATV's are currently prohibited in the corridor yet they are still being used. Representative Wallis believed that additional enforcement officers could better be used in other areas of the state and funds directed to more important issues

such as health care in communities.

Representative Pourchot asked Commissioner English where he would place three additional enforcement officers if they were available. Commissioner English responded "in the Bush areas of the state".

Representative Davis discussed past testimony which indicated that it is virtually impossible to catch violators since they must be "caught in the act". Commissioner English attested to the difficulty of adequately patrolling the five mile corridor. He said three officers would be the minimum number required to provide some level of enforcement activity. He said it is hard to know what level of personnel would be needed since it is hard to judge the level of increased activity.

ERIC SMITH, RURAL ALASKA COMMUNITY ACTION PROGRAM, testified that the legislation would lead to increased competition and pressure on the resource from increased activity on the road. He said information provided to Rural CAP by Stevens Village indicates that the current extent of public use of the highway has increased competition for fishing and hunting on the Dahl River. He said the Dahl River is vital to the community's subsistence activities. Although hunting would be difficult given the restrictions, Mr. Smith said some people don't expect to get "caught" and would violate regulations. He said the level of enforcement would be the deciding factor.

Representative Pourchot said many of his original concerns dealing with tolls, winter travel, fish and game protection, and other matters had been addressed through the subcommittee hearings process. He thanked Representative Frank for his time and effort feeling a good faith effort was made to address many of the problems discussed at today's meeting.

Representative Frank MOVED to adopt CS HB 115 (Finance). There being NO OBJECTION, it was so ordered.

Representative Frank MOVED to report out of Committee CS HB 115 (Finance) with a Finance Letter of Intent, fiscal note in the amount of \$603.6 by the Finance Committee, and fiscal note in the amount of \$94.0 by the Department of Transportation and Public Facilities. Representative Wallis OBJECTED.

A roll call vote was taken on the motion.

IN FAVOR: Adams, Boyer, Frank, Goll, Larson, Pourchot,
Rieger, Swackhammer

OPPOSED: Brown, Davis, Wallis

The MOTION PASSED (8-3).

CS HB 115 (Finance) was reported out of Committee with "no recommendation", a Finance Letter of Intent, fiscal note in the amount of \$603.6 by the Finance Committee, and fiscal note in the amount of \$94.0 by the Department of Transportation and Public Facilities.

HOUSE TRANSPORTATION COMMITTEE MEETING - MARCH 4, 1987

HB 115

Chairman Cato introduced HB 115 for discussion. She invited Rep. Frank, sponsor of HB 115, to testify.

Rep. Frank said the purpose of the bill was to open the entire Dalton Highway to the public without charging a toll. He said that access to the highway would encourage tourism, natural resource development and recreational use of the area and he said that tolls would discourage this type of development.

Rep. Hudson arrived.

Rep. Frank said that implementing a toll would set a precedent he could not support. He said that while the Department of Transportation and Public Facilities (DOT/PF)'s idea to tax individual users may have immediate appeal, the fact that it would be a deductible expense would ultimately reduce the taxes collected by the state from oil and gas companies. He said the Dept. of Revenue had not yet quantified the projected amount of loss rendered by the deductions.

Regarding legal considerations, Rep. Frank said that a 1978 report from the attorney general to the Office of the Governor stated that the Dalton Highway was part of the federal aid secondary system and, therefore, must remain free from tolls. He said the new attorney general's opinion which states that it would be possible to charge a toll, does not address federal issue.

Rep. Frank said that a construction agreement between the state of Alaska and Alyeska Pipeline Service Company (APSC) contained a provision that prohibits the state from collecting road user fees from operators of the pipeline.

Rep. Boucher arrived.

Rep. Frank said that fish and game enforcement responsibilities and safety issues must be addressed along the highway but that by themselves should not prohibit the opening of the road.

Chairman Cato clarified that the road was built for the most part by APSC who then turned the road over to the state which is the reason for the contract between the state and APSC, and Rep. Frank added that federal money was used to build the bridge over the Yukon River and a small

amount of federal money went into the highway itself.

Rep. Hudson asked what percentage of the revenue projection from DOT/PF was from companies involved in exploration and operation on the North Slope. Rep. Frank replied that his guess would be that it would be above 90%. He said that looking to the future, Westours was planning to offer tours along the highway. He said that small independent businesses involved in the tourist industry were more inclined to benefit from independent tourists than from tour packages and he felt that while tour companies may be able to afford the toll, the toll may discourage independent tourists. He said he did not want to discourage independent tourists.

Rep. Springer said that he was supportive of the HB 115. He said his concern was over the role and authority of the North Slope Borough for that portion of the highway within the Borough's jurisdiction. He said he was concerned over the powers of the Borough and the lack of private land along the road for any kind of facilities development for the traveling public who must otherwise make a long run from the Borough portion of the road to Deadhorse.

Rep. Frank said that in response to anticipated development, the Bureau of Land Management (BLM) had provided for development nodules along the Dalton Highway. He said that the express purpose of the nodal development areas was to lease land to operators to provide necessary facilities for travellers. He said there were currently two facilities in existence and that three more were planned. Rep. Frank acknowledged the concern regarding the North Slope Borough but thought it would be possible that opening the road would benefit the borough.

Rep. Hudson said he supported HB 115. He cautioned against developing a habit of using a toll to fund the maintenance and operation of highways because he felt it was a bad precedent, but he felt that a toll would have a place in the underwriting of a major construction bond of a new project of specific purpose. He then asked if there was justification for added public services on areas where it is not now demanded.

Rep. Frank said that the situation was such that since the road was not open to the public there was no public outcry for services but that since the area could become a major tourist attraction the demand for services could change.

Chairman Cato asked if there was a statute of limitations that affected the contract between the state and APSC which states in section 3 of page 2 that APSC cannot be charged a toll for use of the Dalton Highway. Rep. Frank responded that he assumed the agreement would be perpetual since a term had not been defined in the contract.

Rep. Springer asked if the entire Dalton Highway had federal designation and Rep. Frank replied that he believed it had been designated as such.

Chairman Cato invited Mr. Jim Vaden, deputy commissioner of the Department of Public Safety (DPS), to testify.

Mr. Vaden said that DPS opposed HB 115 from a public safety standpoint. He said that if support facilities were already in place along the highway, DPS would feel more comfortable about opening the highway. However, he acknowledged that the facilities probably would not develop until the road were open.

Mr. Vaden said that currently there is a Fish and Wildlife officer stationed in Coldfoot who is primarily in charge of resource protection and he said there is no one else stationed between Fairbanks and Prudoe Bay. He said if HB 115 were to pass, DPS would have to add blue shirt troopers to its work force to deal with traffic control such as traffic violations, accident investigation, and speeding violations. He said it would have to deal with resource protection and pipeline security such as accidental damage, intentional vandalism and potential sabotage. He said DPS would have to deal with environmental concerns resulting from vandalism, sabotage and motorists driving off the highway and damaging the environment and he said DPS would need to deal with the overall position of public safety such as search and rescue, stranded motorist, and medivacs from firearm or motor vehicle accidents. He said there was currently no one in place to deal with these problems.

Chairman Cato observed that the added personnel would result in one trooper per 100 miles of highway and noted that that kind of coverage was not available between Valdez and Glenallen.

Rep. Pearce wondered what type of safety and security measures were available in the summer on that portion of the road that is open and she wondered if the request for another trooper at Coldfoot was for a partial or full year. Mr. Vaden replied that the additional person would be for a full year because DPS was under the impression that the road would be open for the whole year.

Mr. Vaden said that there was a tremendous difference between the road connecting Fairbanks and Prudoe Bay, and the road between Glenallen and Valdez which is why the Fairbanks to Prudoe Bay highway required more personnel. He said that the Glenallen to Valdez highway required less personnel because there were more people living along and using that stretch of highway.

Rep. Pearce stated that she did not foresee any problems with tourist traffic along the Dalton Highway in the

wintertime. She said that Alaskan traffic is used to the risks of winter travel and does not expect special services. She then asked why DPS would provide pipeline security for APSC.

Mr. Vaden replied that he felt the security of the pipeline was everyone's responsibility because of the potential effects to the environment, nation and economy of Alaska. He said DPS currently kept an eye on the pipeline near the Valdez end.

Rep. Pearce said that keeping an eye on the pipeline was a good idea but not a justification for adding personnel. She felt added personnel should be reserved for road safety. She felt that pipeline security was APSC's job.

Mr. Vaden said that pipeline security was only one of the reasons mentioned for needing additional personnel and that regardless of who patrolled it, if something were to happen to the pipeline, the troopers would become involved. Mr. Vaden said that currently DPS does very little to patrol the pipeline. He said that APSC flew the pipeline at least once a day to check for oil spills or damage, walked the pipeline at least once a year to check for vandalism and covered different sections weekly by road patrol. He said there was some cooperative effort being done in that if the APSC air patrol noted something out of the ordinary it would probably notify DPS.

Rep. Boucher requested that DPS inquire into what kind of cooperative venture might be developed between private enterprise and the state regarding patrolling the area.

Rep. Hudson asked what kind of patrol was present on the road between Haines Junction and the Alaskan border. Mr. Vaden replied that the road was 230 miles long and that two Royal Canadian Mounted Police were stationed in Haines Junction and one or two mounted police were stationed in Beaver Creek. He said the mounted police were similar to state troopers in their duties.

Rep. Miller asked if DPS would still oppose HB 115 if the legislature appropriated all the money requested in DPS's fiscal note and Mr. Vaden said DPS would still not support HB 115 based on the public safety factor. He said that if various facilities were frequently in place along the highway for the public to use, DPS would be less concerned, but he repeated that no one would probably build until there was significant traffic to warrant investment. He said DPS was still anticipating the gas pipeline and felt that if the highway was open to the public there would be some contention over the use of the highway once the pipeline was built.

Rep. Miller interpreted DPS's lack of support for opening

the highway to mean that DPS would not be able to support any road development through the wilderness. Mr. Vaden said that generalization was not the case and that each project would be evaluated on its own.

Rep. Hudson said that at a time when the state was looking for alternative ways to generate revenues, HB 115 may have the effect of opening up an area to a broader public purpose. He said the Dalton Highway was a well known area and had the potential to become a major tourist attraction. He urged DPS to give some thought to the broader impact of opening up the highway rather than concentrating on the safety of the pipeline.

Chairman Cato asked why the two positions referred to in the fiscal note were both stationed out of Prudoe Bay. Mr. Vaden responded that this was based on the logistics of the situation.

Rep. Springer observed that in remote areas, a stranded motorist had a better chance of being aided by DOT/PF maintenance crew than by the state troopers. He said that the Dalton Highway had more commercial traffic on it than any other remote road in the Alaskan system which resulted in a 24 hour presence of human beings along the highway. He said that APSC was another presence on the highway so that it was not necessary to rely solely on state troopers. He said he had been involved with BLM in the development of nodal areas along the highway and he said that the conclusion of all agencies involved was that once the road was open there would be enough commercial interest for nodal development to proceed quickly. He said that since in actuality the road was open to Disaster Creek, all that remained to be opened was a 200 mile stretch to Prudoe Bay which was the least hazardous section of the road. He said that the current permitting system allowed for so many people to obtain permits that only tourists and Alaskans were kept out.

Chairman Cato read a statement from Ms. T. J. Thrasher, executive director for the Alaska Trucking Association (ATA). (The statement from Ms. Thrasher is an official part of these minutes and can be found in the official House Transportation Committee minutes binder that will be kept in the Legislative Reference Library after the close of the Fifteenth Legislative Session). The ATA statement said that although ATA supported HB 115, it felt that unless DOT/PF agreed to maintain and upgrade the road there would be a definite safety problem because the road is not in a safe condition. The ATA was also concerned that there were no amenities past Hilltop and there were many stretches where there is no place to pull off the side of the road. The ATA statement said it would like to see these concerns addressed.

Chairman Cato invited Mr. Mark Hickey, commissioner of DOT/PF, to testify on HE 115.

Mr. Hickey said that DOT/PF opposed only that portion of the bill that takes away the DOT/PF's authority to levy a toll.

Rep. Miller asked when the statute was created that allowed DOT/PF to levy a toll and Mr. Hickey replied that he thought it had been created in 1984 in response to the Knik Arm Crossing but that it was not limited to Knik Arm.

Rep. Boucher asked if the statute permitting DOT/PF to levy taxes was in conflict with other state, federal or native lands agreements.

Mr. Hickey replied that although the contract with APSC said that the state could not charge APSC a toll for using the road, it did not preclude the state from levying a toll on those companies that use the highway and are support companies for APSC. He added that section 11.13 in the Alaska lands bill explicitly allowed the state of Alaska to either keep the road closed or charge a toll without requiring it to repay the federal government. Mr. Hickey said he would look for possible conflicting statements in other agreements.

Rep. Miller was concerned that a toll charged on the Dalton Highway would impact mostly the individual motorist. He felt that since the road was maintained with public dollars, the public should be allowed to use it.

Rep. Boucher asked if DOT/PF planned to charge a toll on the Dalton Highway.

Mr. Hickey replied that his first choice would be to try and work something out with the oil companies and if that were not possible, then he would support a toll. He said that those companies that support the producers of oil are a high cost identifiable user group and he said that they could account for over 90% of the toll. He disagreed that the majority of the toll collected would come from the individual motorist.

Mr. Hickey said that the advice he had received from the Dept. of Revenue suggested that the levying of a toll would not affect severance or royalty payments, but it would affect corporate income tax because a toll would be considered an extra cost of doing business. He said a fiscal note from the Dept. of Revenue was forthcoming.

Mr. Hickey said that public use of the Dalton Highway would be a problem at this time from a public safety standpoint. He said that although many of the issues are solvable, the

(2c) HB 115

state should solve the problems before it opens the road. He added that he felt the road was in better condition than some other roads in the state. He said 20% more money used to be spent on the maintenance and operation (m & o) of the road and, therefore, maintenance on the road may be a problem.

Mr. Hickey said the DOT/PF fiscal note was in response to DOT/PF's plan to operate a toll road. He said there may be some additional m & o costs due to increased usage of the road but that additional m & o costs were not reflected in the note.

Rep. Hudson also appealed to DOT/PF to consider the broader picture when making decisions pertaining to the Dalton Highway.

Rep. Miller asked why DOT/PF chose to implement a toll through the regulatory process rather than approaching the legislature and asking for either approval or denial of a toll.

Mr. Hickey replied that according to the latest legal opinion, DOT/PF already had the authority to levy a toll and he added that regulations were a proper environment for dealing with the issue.

Chairman Cato said that the committee was running out of time and asked if all the witnesses could come back.

Rep. Pearce asked that DOT/PF provide the following information: the statutes applying to the opening of the road between the Yukon River and Dietrich; the amount of years the road has been open; the number of summer/winter and commercial/noncommercial accidents that have occurred on the road since it was opened to the public; and the number and kinds of summer/winter environmental impacts that the opening of the road has had on the highway. She added that the concept of charging tolls on state highways was not a new one as the Alaska Marine Highway System already charged a toll.

HOUSE TRANSPORTATION COMMITTEE MEETING - MARCH 11, 1987

HB 115

Chairman Cato introduced HB 115 for discussion. She said that a letter had just been received from the Resource Development Council and she requested that committee members add it to their packets. She then asked Rep. Frank, sponsor of HB 115, if he would like to say anything further regarding his bill.

Rep. Frank said that the more the Department of Transportation and Public Facilities (DOT/PF) demonstrated that it would be able to implement a toll, the greater the need for HB 115. He said the Dalton Highway was a public road and as such it should be made available to the public.

He said that opening the road would encourage economic development in the area and a greater use of public lands. He said that limiting public access to state land was inconsistent with the spirit of the Alaskan constitution.

Rep. Boucher left.

Chairman Cato invited Mr. Ron Sommerville, executive director of the Alaska Outdoor Council (AOC), to testify.

Mr. Sommerville said that AOC was a federation of 45 Alaskan organizations with memberships totaling over 10,000 Alaskans. He said he wanted to emphasize the fact that he represented Alaskans. He said that AOC supports opening the highway but remains neutral on the issue of the toll. He said that in the last 10-12 years, parts of Alaska that were previously enjoyed have become inaccessible. Responding to the Department of Public Safety (DPS)'s position on HB 115 as stated in the last House Transportation Committee public hearing on HB 115, he said it would be nice if all state highways were ideal in terms of coverage and conditions but that this ideal was generally not expected. Mr. Sommerville also mentioned that there was concern among the local residents regarding the problem of increased competition for local game and fish once the road is opened. He said he felt this concern was the responsibility of the appropriate state boards.

Chair Cato asked if the current state statute prohibiting hunting and fishing within five miles of the haul road would settle the issue and Mr. Sommerville said that even though there was a statute on the books, the concern will always be there, so the state boards must be aware of it.

Chairman Cato invited Mr. Mark Hickey, commissioner designate for DOT/PF, to address the committee.

Mr. Hickey said he had brought some information with him that addressed questions raised by the House Transportation Committee at its last public hearing of HB 115.

Chairman Cato asked Mr. Hickey how he interpreted the federal statute regarding the North Slope haul road. Mr. Hickey replied that the statute in question would relieve DOT/PF of any obligation to repay federal money spent on the road if the state were to impose a toll. Chairman Cato asked if the state would be able to determine how long the road would be open each year and Mr. Hickey said there was nothing in the provision to keep the state from opening the road year-round to the public. He said that in order for the road to be opened, state law would have to be changed.

Rep. Miller stressed that implementing a toll road in the state was a major policy decision that could be applied to

other roads and he wondered if DOT/PF had reconsidered asking for the toll in legislative form rather than pursuing it in regulatory form as it currently was doing.

Mr. Hickey said that at this point DOT/PF was not prepared to introduce a bill to that effect but that in discussions with the Governor it was conceptually agreed that the first three months of DOT/PF's FY '88 budget would be funded from the general fund budget regardless of whether or not a toll were implemented, and he said DOT/PF would continue to seek agreement with major users of the road as alternatives to imposing a toll. He said that if the toll were to be treated in legislative form, then there were other administrative issues that might also be considered in legislative form and he said he wanted to make sure he walked that line correctly.

Rep. Hudson stressed that the legislature was trying to provide some intent by prohibiting state tolls in general and Mr. Hickey said that as a general matter the questions of tolls should undergo legislative review. Mr. Hickey said that the department was down \$28 million in road maintenance money. He said that \$5.5 million was slated for use on the Dalton Highway and he said he would rather spend the money in an area that would benefit a larger number of Alaskans.

Rep. Miller pointed out the \$5.5 million slated for the Dalton Highway would serve more people if the road were opened.

Rep. Springer asked if DOT/PF's position was that it did not have a strong stand on the issue of opening up the highway but that it did insist on a toll structure.

Mr. Hickey replied that he needed to address the toll issue because DOT/PF was currently very concerned with money, but he added that he had a philosophical problem with spending general fund money on a road that was not open to the public. He said that outside of DOT/PF there were other impact questions that needed to be addressed such as North Slope Borough concerns, public safety concerns, and fiscal concerns but he felt these were solvable issues.

Chairman Cato invited Mr. Bob Lance, volunteer with the Alaska Environmental Lobby (AEL), to testify.

Mr. Lance said that AEL was concerned with illegal hunting and fishing and off-road vehicular use which may be a problem if the Dalton Highway were to be opened. He said that if the Dalton Highway were opened, the AEL requested that the state make a commitment to enforce current hunting, fishing and off-road vehicular use regulations in the area.

Chairman Cato asked if Mr. Lance had any evidence documenting problems in the area and Mr. Lance replied that he would bring the committee a copy of an article that was in the Daily News Miner that stated that the five mile zone was essentially ignored. He asked that the state enforce existing regulations.

Mr. Hickey said that currently there was no penalty provision available in the case of off-road vehicular use and he said there was no enforcement available for violations of the highway permit system. He said that the executive branch is currently drafting legislation to address this issue.

Chairman Cato invited Mr. Dan Savage, aid to Rep. Kay Wallis, to testify before the committee.

Mr. Savage said that Rep. Wallis represented Stevens Village which is 30 miles up the Yukon River from the Dalton Highway. He said that Rep. Wallis felt that both the pipeline and the highway have negatively impacted the village and that perhaps a toll would reduce the number of people who abuse the area.

Rep. Miller made a motion to move HB 115 out of committee with individual recommendations. Chairman Cato asked if there were any objections. Since there were none she said the motion passed.

LEGISLATIVE REPORTING SERVICE (BILL SUMMARY)

Dalton
Highway
(maintenance)

HOUSE BILL NO. 115, by Reps. Frank, Miller and Boyer. Would require the Department of Transportation to maintain the James Dalton Highway (formerly known as the North Slope Haul Road) and keep it open to the public throughout the year without a toll its use. Repeals AS 19.40.100 (James Dalton Highway. Use of the Highway by Industrial or Commercial Traffic -- requires the Department to maintain the highway year-round for industrial or commercial traffic). Does not provide an effective date (bill becomes law 90 days after being signed by the governor).

Introduced February 11 and referred to Transportation; Finance.

Dalton Highway
(maintenance)

HOUSE BILL NO. 115, (see pages 170;227). Reported back to the House March 13 by Transportation recommending it do pass. Concurring: Cato (Chair), Hudson, Miller, Pearce, Springer. To Finance.

HB 115

3. House Finance Committee Packet

- 3a) HFIN Com. Report, CS HB 115 (FIN)
- 3b) HFIN Com. Report, [CS HB 115 (FIN)] w/Letter of Intent and Incorrect Fiscal Notes 3 & 4.
- 3c) Fiscal Note #3, Corrected, 3/21/88
- 3d) Fiscal Note #4, Corrected, 3/21/88

HB115PKT.FIL

HOUSE COMMITTEE REPORT

LOW

(11)

Date referred: 3/13/87

FURTHER REFERRALS:

(3) HB 115

DATE:

2-26-88

The Finance Committee has considered

HB 115

"An Act relating to public use of the Dalton Highway."

RECOMMENDS:

- replace with CS HB 115 (FIN) the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: Finance letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact ^{2-26 House FIN} _{2-26 DOTPF} same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

Steve Keger

Donald

SIGNING OTHER RECOMMENDATIONS:

Get Adams - NO Rec

F. J. ... NO Rec

Donald ... NO Rec

... NO Rec

... NO Rec

Mark Boyer ... NO Rec

Tay Brown DO NOT PASS

Mike Davis NO Rec

Ray Wallis Pls don't HURT MY PEOPLE any more.

Get Adams

Chairman's signature

Original sponsors: Frank, Miller,
Boyer and Menard

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IN THE HOUSE

BY THE FINANCE COMMITTEE

CS FOR HOUSE BILL NO. 115 (Finance)

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIFTEENTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to the Dalton Highway."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 19.40.080(2) is amended to read:

(2) "highway" means the secondary highway from the Yukon River to a terminus near the Arctic Ocean.

* Sec. 2. AS 19.40.110 is repealed and reenacted to read:

Sec. 19.40.110. PUBLIC USE OF THE HIGHWAY. Subject to AS 19.-40.120, the department shall keep the highway open to the public.

* Sec. 3. AS 19.40.100 is repealed.

HOUSE COMMITTEE REPORT

(11)

(3b) HB 115 2/29

Date referred: 3/13/87

FURTHER REFERRALS:

Rules

DATE: 2-26-88

The Finance Committee has considered HB 115

"An Act relating to public use of the Dalton Highway.

RECOMMENDS:

- replace with CS HB 115 (FIN) the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: Finance letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact ^{2-26 House FIN} _{2-26 DOTPF} same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

[Signature]

[Signature]

SIGNING OTHER RECOMMENDATIONS:

Ed Adams - No Rec

[Signature] No Rec

[Signature] No Rec

[Signature] No Rec

[Signature] No Rec

Mark Bayler No Rec

Jan Brown DO NOT PASS

Mike Davis ~~DO NOT PASS~~ No Rec

Ray Wallis Pls don't HURT MY PEOPLE any more.

Ed Adams

Chairman's signature



Alaska State Legislature

HOUSE OF REPRESENTATIVES

Committee on Finance

Official Business

HOUSE FINANCE COMMITTEE
LETTER OF INTENT
FOR
CS HB 115 (FINANCE)

P.O. Box V
State Capitol
Juneau, Alaska 99811

It is the intent of the Legislature that the Department of Transportation and Public Facilities work with the operators of the Prudhoe Bay oil fields to allow access beyond the security checkpoints to the Arctic Ocean.


It is the intent of the Legislature that the Department of Public Safety issue citations for violations of fish and game regulations and provide supporting evidence of such violations, and that the Department of Law prosecute those violators.

The Legislature intends that an annual review of the effect of public use of the Dalton Highway be conducted by the Department of Public Safety to determine the success of law enforcement efforts on curtailing fish and game violations and that the Department of Law review the prosecution of such violations.

The Legislature further intends that the Department of Public Safety utilize Fish and Wildlife Protection intern officers where needed along the Dalton Highway corridor to ensure adequate enforcement of fish and game laws during the hunting season.

It is the intent of the Legislature that the Department of Public Safety review the number of search and rescue operations conducted annually, the success ratio, the related cost, and who bore the expense. The Department of Public Safety will also review whether adequate personnel is being maintained on the highway to ensure human safety and deterrence of game violations.

Finally, it is the intent of the Legislature that the Department of Transportation and Public Facilities conduct an annual review to determine whether adequate facilities exist on the highway to meet the public demand and to allow for safe public travel.


Al Adams, Chair
House Finance Committee

FISCAL NOTE

REQUEST: House Finance

CSHR 115(FIN)

Revision Date: 2/26/88

Agency Affected: Pub:

NO 3

Title: "An Act Relating to Public Use
of the Dalton Highway"

BRU: Alaska St

2/29/88

Sponsor: Representative Frank

Components: Det:

Requestor: House Finance Committee

VOID

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	0	213.0	213.0	213.0	213.0	213.0
TRAVEL	0	3.9	3.9	3.9	3.9	3.9
CONTRACTUAL	0	63.2	63.2	63.2	63.2	63.2
SUPPLIES	0	6.6	6.6	6.6	6.6	6.6
EQUIPMENT	0	66.9				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	353.6	286.7	286.7	286.7	286.7

CAPITAL		250.0				
---------	--	-------	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING : (Thousands of Dollars)

GENERAL FUND		603.6	286.7	286.7	286.7	286.7
FEDERAL FUNDS						
OTHER						
TOTAL	0	603.6	286.7	286.7	286.7	286.7

POSITIONS :

FULL-TIME	0	3	3	3	3	3
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

Prepared by: Rep. Adams **ADA** Phone: 465-3709
Division: Chairman, House Finance Date: 2/26/88

Approved by Commissioner: _____ Date: _____
Agency: _____

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSHB 115

VOID

1. Assumptions

In order to open the remainder of the Dalton Highway to the public, we anticipate the need for two wayside facilities with campsites, vault toilets and litter barrels. One such facility would probably be developed in the Atigun/Galbraith area. The other would probably be developed in the Happy Valley area.. Preferably they would be located in existing material sources. Also, we would expect to install four additional sets of litter barrels and two additional vault toilets (additional toilets not included in 1/27/88 fiscal note for the same bill) at locations scattered along the northern portion of the route.

2. Capital Costs

Two Campsite Facilities		\$30,000
Four Vault Toilets		48,000
Information Signs		2,000
Bear Proof Litter Barrels (Six Pair)		4,000
	TOTAL	<u>\$84,000</u>

3. Operating Costs

Personal Services:		<u>\$10,000</u>
Campsite/Litter Barrel Maintenance		
	TOTAL	\$10,000
Contractual Services:		20,000
Vault Toilet Maintenance		
Contractual Services:		<u><20,000></u>
Savings: Closing Existing Checkpoint		
Contractual Services Subtotal		<u><u>-0-</u></u>
TOTAL IMPACT		\$10,000

These figures indicate an annual maintenance cost of \$30,000 for new facilities. Of that, \$20,000 would be offset by closing the existing checkpoint. Closing the Dalton Highway to public use during the winter months would not cause the figures to change.

The northern terminus of the Dalton Highway is approximately 2 miles short of the Deadhorse Airport and approximately 12 miles short of the Arctic Ocean. Beyond the terminus of the Dalton Highway the roads have been built, and are maintained, by the oil companies. Public use of them would require coordination with the oil companies. Public access from the Dalton Highway to the Deadhorse Airport is probably easily attainable.

Public access to the Arctic Ocean, if it is desired, is more involved and could be expected to be more sensitive to the oil companies. While access to the Arctic Ocean may be desirable, it is not critical to opening the Dalton Highway to public use.

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

VOID

Bill Version: CSHB 115
Publish

REQUEST

Revision Date: _____
Title: Cost for Opening the Dalton
Highway to the Public
Sponsor: Frank
Requestor: Frank

Agency Affected: CSHB 115
BRU: _____
Components: _____
704
2/29/88

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES		10.0	10.0	10.0	10.0	10.0
TRAVEL						
CONTRACTUAL		0	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		10.0	10.0	10.0	10.0	10.0
CAPITAL		84.0	0	0	0	0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		94.0	10.0	10.0	10.0	10.0
FEDERAL FUNDS						
OTHER						
TOTAL		94.0	10.0	10.0	10.0	10.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: See attached

Prepared by: Norm Piispanen/Lynn J. Harnisch Phone: 474-2423/451-2210
Division: DOT&PF Planning/Reg. Director, Northern Region Date: 2/25/88
Approved by Commissioner: Mark S. Hickey Date: 2/26/88
Agency: DOT&PF

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 115

VOID

In order to keep the Dalton Highway open throughout the entire year, a full range of law enforcement services must be maintained. In order to provide accident response, patrol, investigation, and search and rescue services, three additional State Trooper positions will be needed; one at Coldfoot, and two others in Prudhoe Bay. The costs below summarize their Personal Services and related costs. It is anticipated that equipment will be needed in the first year only and that the road would not be open to the public until July 1, 1988. Further, FY89 costs are based upon budgeted costs for FY88 with no inflation included and basic costs for 8 months only.

<u>Operating Budget</u>	<u>Trooper Coldfoot</u>	<u>Trooper Prudhoe Bay</u>	<u>Trooper Prudhoe Bay</u>	<u>Increased Helo Oper. Costs (1)</u>	<u>Total</u>
Personal Services	71.0	71.0	71.0		213.0
Travel	1.3	1.3	1.3		3.9
Contractual	5.7	28.1	28.1	1.3	63.2
Supplies	2.2	2.2	2.2		6.6
Equipment	22.3	22.3	22.3		66.9
Total	102.5	124.9	124.9	1.3	353.6

(1) - Helicopter costs include one additional trip up and down the highway, fueling at Coldfoot and Prudhoe Bay (contract). This is expected to involve seven hours @ \$187 per hour.

Capital Budget

Currently, there is no housing available in Coldfoot as was originally anticipated when this fiscal note was first prepared. Accordingly, it will be necessary to construct a new housing unit located next to the FWP unit in Coldfoot. Cost is estimated to be \$395,000 for a single family unit.

Revised 2/16/88

Position Title		State Trooper		No. of Positions	1	Range/Step	6/A	Barg. Unit	PSEA
Time Status	PFT	Staff Months	8.0	Location	Coldfoot	Election District	22		
Type of Expenditure				Amount					
1		2		3					
Salary		36,124							
Benefits		31,584							
Premium Pay		3,334							
Other									
Total Personal Services				71.0					
Travel				1.3					
Contractual				5.7					
Commodities				2.2					
Equipment				22.3					
Other									
Total Cost				102.5					
Funding Source for Total Cost									
Federal Receipts		1002							
G.F. Match		1003							
General Fund		1004		102.5					
I-A Receipts		1006							
CIP Receipts		1061							
Other									
Revised 2/16/88									

Justification

A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.

Additionally, no housing currently exists in Coldfoot and a unit would need to be constructed.

VOID

REQUEST FOR
NEW POSITION

Agency Department of Public Safety
 BRU Alaska State Troopers
 Component Detachments and CIB

FY 89

Page 1 of 3
 Revised Date

Position Title		State Trooper		No. of Positions	1	Range/Step	76/A	Barg. Unit	PSEA				
Time Status	PFT	Staff Months	8.0	Location	Prudhoe Bay		Election District	22					
Type of Expenditure			Amount			<p>Justification</p> <p>A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.</p> <p>Contractual costs include housing and office space at a cost of \$2,800 per month, which is based upon previous AST experience in Prudhoe Bay and assumes space availability.</p>							
1		2		3									
Salary		36,124											
Benefits		31,584											
Premium Pay		3,334											
Other													
Total Personal Services				71.0									
Travel				1.3									
Contractual				28.1									
Commodities				2.2									
Equipment				22.3									
Other													
Total Cost				124.9									
Funding Source for Total Cost													
Federal Receipts		1002											
G.F. Match		1003											
General Fund		1004				124.9							
I-A Receipts		1006											
CIP Receipts		1061											
Other													
Revised 2/16/88													

VOID

REQUEST FOR
NEW POSITION

Agency Department of Public Safety
 BRU Alaska State Troopers
 Component Detachments and CIU

Page 2 of 3
 Revised Date

FY 89

Position Title		State Trooper	No. of Positions	Range/Step	76/A	Barg. Unit	PSEA
Time Status	PFT	Staff Months	8.0	Location	Prudhoe Bay	Election District	22
Type of Expenditure			Amount				
1			2		3		
Salary			36,124				
Benefits			31,584				
Premium Pay			3,334				
Other							
Total Personal Services					71.0		
Travel					1.3		
Contractual					28.1		
Commodities					2.2		
Equipment					22.3		
Other							
Total Cost					124.9		
Funding Source for Total Cost							
Federal Receipts			1002				
G.F. Match			1003				
General Fund			1004		124.9		
I-A Receipts			1006				
CIP Receipts			1061				
Other							
Revised 2/16/88							
<p>Justification</p> <p>A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.</p> <p>Contractual costs include a leased housing space of approximately \$24,000 per year, assuming that it is available.</p>							

VOID

REQUEST FOR
NEW POSITION

Agency Department of Public Safety
 BRU Alaska State Troopers
 Component Detachments and CIB

FY 89

Page 3 of 3
 Revised Date

Fiscal Note HB 115
Coldfoot Trooper Housing Unit

VOID

1. Direct Construction Cost - House		
\$150 per sq. foot x 1,376 sq ft =	\$206,400	
2. Direct Construction Cost - Garage		
\$75 per sq ft x 288 sq ft =	21,600	
3. Sight preparation (backfill)	40,000	
4. Paving	<u>10,000</u>	
	subtotal	278,000
5. Indirect overhead - Engineering, Architectural, etc. - DOT/PF related - 33%		<u>92,000</u>
	subtotal	370,000
6. Inflation thru actual construction 6-7 %	<u>25,000</u>	
	Total	<u><u>\$395,000</u></u>

(3d) HB 115

3/21/88

C O R R E C T I O N

Please discard fiscal note for CSHB 115(Fin), 2/29/88/ 703
and replace with this corrected version.

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: CSHB 115(Fin)
Publish Date: HOUSE 2/29/88

REQUEST
Revision Date: _____
Title: Cost for Opening the Dalton
Highway to the Public
Sponsor: Frank
Requestor: Frank

Agency Affected: DOT&PF
BRU: _____
Components: _____

172

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES		10.0	10.0	10.0	10.0	10.0
TRAVEL						
CONTRACTUAL		0	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		10.0	10.0	10.0	10.0	10.0
CAPITAL		84.0	0	0	0	0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		94.0	10.0	10.0	10.0	10.0
FEDERAL FUNDS						
OTHER						
TOTAL		94.0	10.0	10.0	10.0	10.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: See attached

Prepared by: Norm Piispanen/Lynn J. Harnisch Phone: 474-2423/451-2210
Division: DOT&PF Planning/Reg. Director, Northern Region Date: 2/25/88
Approved by Commissioner: Mark S. Hickey Date: 2/26/88
Agency: DOT&PF

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)
 - Senate Secretary

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSEB 115 (FIN)

1. Assumptions

In order to open the remainder of the Dalton Highway to the public, we anticipate the need for two wayside facilities with campsites, vault toilets and litter barrels. One such facility would probably be developed in the Atignau/Galbraith area. The other would probably be developed in the Happy Valley area.. Preferably they would be located in existing material sources. Also, we would expect to install four additional sets of litter barrels and two additional vault toilets (additional toilets not included in 1/27/88 fiscal note for the same bill) at locations scattered along the northern portion of the route.

2. Capital Costs

Two Campsite Facilities		\$30,000
Four Vault Toilets		48,000
Information Signs		2,000
Bear Proof Litter Barrels (Six Pair)		4,000
	TOTAL	<u>\$84,000</u>

3. Operating Costs

Personal Services:		<u>\$10,000</u>
Campsite/Litter Barrel Maintenance		
	TOTAL	\$10,000

Contractual Services:		20,000
Vault Toilet Maintenance		

Contractual Services:		<u><20,000></u>
Savings: Closing Existing Checkpoint		

Contractual Services Subtotal		<u>-0-</u>
-------------------------------	--	------------

TOTAL IMPACT \$10,000

These figures indicate an annual maintenance cost of \$30,000 for new facilities. Of that, \$20,000 would be offset by closing the existing checkpoint. Closing the Dalton Highway to public use during the winter months would not cause the figures to change.

The northern terminus of the Dalton Highway is approximately 2 miles short of the Deadhorse Airport and approximately 12 miles short of the Arctic Ocean. Beyond the terminus of the Dalton Highway the roads have been built, and are maintained, by the oil companies. Public use of them would require coordination with the oil companies. Public access from the Dalton Highway to the Deadhorse Airport is probably easily attainable.

Public access to the Arctic Ocean, if it is desired, is more involved and could be expected to be more sensitive to the oil companies. While access to the Arctic Ocean may be desirable, it is not critical to opening the Dalton Highway to public use.

3/21/88

(3d) HB 115

C O R R E C T I O N

Please discard Fiscal Note for CSHB 115(Fin), 2/29/88, No. 4
and replace with this corrected version.

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: CSHB 115(FIN)
PUBLISH DATE: HOUSE 2/29/88

FISCAL NOTE

REQUEST: House Finance

Revision Date: 2/26/88
Title: "An Act Relating to Public Use
of the Dalton Highway"
Sponsor: Representative Frank
Requestor: House Finance Committee

Agency Affected: Public Safety
BRU: Alaska State Troopers
Components: Detachments

(171)

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	0	213.0	213.0	213.0	213.0	213.0
TRAVEL	0	3.9	3.9	3.9	3.9	3.9
CONTRACTUAL	0	63.2	63.2	63.2	63.2	63.2
SUPPLIES	0	6.6	6.6	6.6	6.6	6.6
EQUIPMENT	0	66.9				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	353.6	286.7	286.7	286.7	286.7
CAPITAL		250.0				
REVENUE						

FUNDING : (Thousands of Dollars)

GENERAL FUND		603.6	286.7	286.7	286.7	286.7
FEDERAL FUNDS						
OTHER						
TOTAL	0	603.6	286.7	286.7	286.7	286.7

POSITIONS :

FULL-TIME	0	3	3	3	3	3
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

Prepared by: Rep. Adams *ADA* Phone: 465-3709
Division: Chairman, House Finance Date: 2/26/88

Approved by Commissioner: _____ Date: _____
Agency: _____

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSHB 115(Fin)

In order to keep the Dalton Highway open throughout the entire year, a full range of law enforcement services must be maintained. In order to provide accident response, patrol, investigation, and search and rescue services, three additional State Trooper positions will be needed; one at Coldfoot, and two others in Prudhoe Bay. The costs below summarize their Personal Services and related costs. It is anticipated that equipment will be needed in the first year only and that the road would not be open to the public until July 1, 1988. Further, FY89 costs are based upon budgeted costs for FY88 with no inflation included and basic costs for 8 months only.

<u>Operating Budget</u>	<u>Trooper Coldfoot</u>	<u>Trooper Prudhoe Bay</u>	<u>Trooper Prudhoe Bay</u>	<u>Increased Helo Oper. Costs (1)</u>	<u>Total</u>
Personal Services	71.0	71.0	71.0		213.0
Travel	1.3	1.3	1.3		3.9
Contractual	5.7	28.1	28.1	1.3	63.2
Supplies	2.2	2.2	2.2		6.6
Equipment	22.3	22.3	22.3		66.9
Total	102.5	124.9	124.9	1.3	353.6

(1) - Helicopter costs include one additional trip up and down the highway, fueling at Coldfoot and Prudhoe Bay (contract). This is expected to involve seven hours @ \$187 per hour.

Capital Budget

Currently, there is no housing available in Coldfoot as was originally anticipated when this fiscal note was first prepared. Accordingly, it will be necessary to construct a new housing unit located next to the FWP unit in Coldfoot. Cost is estimated to be \$395,000 for a single family unit.

Revised 2/16/88

Fiscal Note CSHB 115 (Fin)
Coldfoot Trooper Housing Unit

1. Direct Construction Cost - House	
\$150 per sq. foot x 1,376 sq ft =	\$206,400
2. Direct Construction Cost - Garage	
\$75 per sq ft x 288 sq ft =	21,600
3. Sight preparation (backfill)	40,000
4. Paving	<u>10,000</u>
	subtotal 278,000
5. Indirect overhead - Engineering, Architectural, etc. - DOT/PF related - 33%	<u>92,000</u>
	subtotal 370,000
6. Inflation thru actual construction 6-7 %	<u>25,000</u>
	Total <u>\$395,000</u>

Position Title State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 8.0	Location Coldfoot		Election District 22
Type of Expenditure		Amount		
1	2	3		
Salary	36,124			
Benefits	31,584			
Premium Pay	3,334			
Other				
Total Personal Services		71.0		
Travel		1.3		
Contractual		5.7		
Commodities		2.2		
Equipment		22.3		
Other				
Total Cost		102.5		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	102.5		
I-A Receipts	1006			
CIP Receipts	1061			
Other				
Revised 2/16/88				
<p>Justification</p> <p>A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.</p> <p>Additionally, no housing currently exists in Coldfoot and a unit would need to be constructed.</p>				

No. 4
 CSHB 115 (Fin)
 HOUSE 2/29/88

REQUEST FOR
NEW POSITION

Agency Department of Public Safety

BRU Alaska State Troopers

Component Detachments and CIB

FY 89

Page 4 of 6
Revised Date

Position Title State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 8.0	Location Prudhoe Bay		Election District 22
Type of Expenditure		Amount		
1	2	3		
Salary	36,124			
Benefits	31,584			
Premium Pay	3,334			
Other				
Total Personal Services		71.0		
Travel		1.3		
Contractual		28.1		
Commodities		2.2		
Equipment		22.3		
Other				
Total Cost		124.9		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	124.9		
I-A Receipts	1006			
CIP Receipts	1061			
Other				
Revised 2/16/88				

Justification

A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.

Contractual costs include housing and office space at a cost of \$2,800 per month, which is based upon previous AST experience in Prudhoe Bay and assumes space availability.

No. 4
 CSHB 115 (Fin)
 HOUSE 2/29/88

REQUEST FOR
NEW POSITION

Agency Department of Public Safety
 BRU Alaska State Troopers
 Component Detachments and CIB

FY 89

Page 5 of 6
 Revised Date

Position Title		State Trooper		No. of Positions	Range/Step	6/A	Barg. Unit	PSEA			
Time Status	PFT	Staff Months	8.0	Location		Prudhoe Bay	Election District 22				
Type of Expenditure			Amount			<p>Justification</p> <p>A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.</p> <p>Contractual costs include a leased housing space of approximately \$24,000 per year, assuming that it is available.</p>					
1		2		3							
Salary		36,124									
Benefits		31,584									
Premium Pay		3,334									
Other											
Total Personal Services				71.0							
Travel				1.3							
Contractual				28.1							
Commodities				2.2							
Equipment				22.3							
Other											
Total Cost				124.9							
Funding Source for Total Cost											
Federal Receipts		1002									
G.F. Hatch		1003									
General Fund		1004				124.9					
I-A Receipts		1006									
CIP Receipts		1061									
Other											
Revised 2/16/88											

REQUEST FOR
NEW POSITION

Agency Department of Public Safety

BRU Alaska State Troopers

Component Detachments and CID

Page 6 of 6

Revised Date

FY 89

No. 4
CSHB 115 (Fin)
HOUSE 2/29/88



4 HB 115

Alaska Environmental Lobby, Inc.

P.O. Box 22151 Juneau, Alaska 99802

907-586-2345

HB 115: Opening the Dalton Highway

HB 115 opens the Dalton Highway to the Arctic Ocean, year-round, without a toll or any other control, and maintained by the state.

Presently the highway is open year-round to the Yukon River, and as far north as Dietrich Camp between June 1 and September 1. Serious problems have been reported, such as illegal hunting, ORV use, waste and refuse violations. Existing problems would worsen and new problems arise under an "open-road" policy, including:

- *Increased disturbance of wildlife, soil, and vegetation along the corridor;
- *Increased competition for game between rural subsistence users and road hunters;
- *Need to provide adequate tourist services and yet maintain the road's undeveloped character;
- *Need to insure safety of travellers on this extremely remote no-shoulder road trafficked by fast-moving 18-wheelers.

In a major policy review in 1980 DOT/PF examined the environmental effects of the unlimited public use option and assigned it a value of two on a 10-point scale, with zero representing the most deleterious effects. In evaluating the effects on fisheries and wildlife, the open-road policy was also rated the most harmful of all the alternatives, even with the assumption that "intelligent and sound management of these resources, along with strict enforcement measures, can ...mitigate the pressures on these resources resulting from an open-road posture" (DOT Policy Analysis, p. 41).

The option chosen in 1980 opened the road to the public only as far as the southern boundary of the North Slope Borough. As DOT's policy analysis assumed, game management regulations intended to protect wildlife were instituted: firearm hunting was prohibited within a corridor five miles wide on either side of the road and no ORV travel was allowed in or through the corridor. These measures proved ineffective. caribou hunting has been virtually unregulated and has now reached the maximum level the Central Arctic herd can sustain. Wolves are being trained to seek handouts. ORV use has been unregulated and destructive of soil and vegetation.

The measures proposed by DOT/PF, DPS, and ADF&G to mitigate the results of opening the northern portion of the Dalton Highway do not begin to address the very serious concerns stated above.

The Alaska Environmental Lobby urges that the problems associated with opening the entire Haul Road--remote, inadequately patrolled, inadequately serviced-- to unlimited public access not continue to be underestimated.

ALASKA CENTER FOR THE ENVIRONMENT • ALASKA CHAPTER, SIERRA CLUB • JUNEAU GROUP, SIERRA CLUB • SITKA GROUP, SIERRA CLUB
 KNIK GROUP, SIERRA CLUB • DENALI GROUP, SIERRA CLUB • ANCHORAGE AUDUBON SOCIETY • ARCTIC AUDUBON SOCIETY
 DENALI CITIZENS' COUNCIL • ALASKA FRIENDS OF THE EARTH • JUNEAU AUDUBON SOCIETY • KACHEMAK BAY CONSERVATION SOCIETY
 KENAI PENINSULA AUDUBON SOCIETY • KODIAK AUDUBON SOCIETY • LYNN CANAL CONSERVATION • ALASKA WILDLIFE ALLIANCE
 SITKA CONSERVATION SOCIETY • NORTHERN ALASKA ENVIRONMENTAL CENTER • SOUTHEAST ALASKA CONSERVATION COUNCIL
 KNIK KANOERS AND KAYAKERS

Fairbanks

Tuesday, April 26, 1966

Fairbanks Daily News-Miner, Fairbanks, Alaska

Bill to open Dalton Highway runs into roadblock

By SAM BISHOP
News-Miner Bureau

JUNEAU—The idea of opening the Dalton Highway to public traffic north of Atigun Pass has hit what may be a fatal roadblock, according to a Fairbanks representative who objects to continued closure of the road to Prudhoe Bay.

House Speaker Ben Grussendorf assigned the bill, HB115, to the Community and Regional Affairs Committee for more hearings last week.

Rep. Steve Frank, R-Fairbanks and the bill's sponsor, said today he doesn't think the bill will move

from the committee because of opposition from rural lawmakers.

The bill passed its last committee of referral on Feb. 29 and was awaiting a vote on the House floor when Grussendorf sent it back for more work.

"I got about 22 or 23 votes and there was some concern by some members of the majority about voting on it," Frank said. "Some people didn't want it to come to the floor and they prevailed upon the Speaker to send it to an additional committee for hearings."

Rep. Kay Wallis, D-Fort Yukon, said she asked for the additional

hearings because people from northern villages along the highway route haven't been able to testify. They oppose opening the road because more hunters and fishermen would travel the road and compete for fish and game, she said.

The Dalton Highway, originally built as a service road for the trans-Alaska pipeline, is open to public use to the south side of Atigun Pass in the Brooks Range. The remaining 150 miles to Prudhoe Bay are closed.

Rural communities and officials traditionally have opposed opening

the road. But the idea gained the support of Rep. Al Adams, D-Kotzebue, and the North Slope Borough earlier this year.

Adams, chairman of the House Finance Committee, said making the road public would allow federal funds to be used to build a new road from Prudhoe Bay to the village of Nulqsut. The road would let villagers obtain cheaper fuel, he said.

However, the North Slope Borough withdrew its support after the possibility of building the Nulqsut road became more remote, according to Rep. Henry Springer, D-Nome. Springer, a former De-

partment of Transportation official, is chairman of the House Community and Regional Affairs Committee.

Springer called a hearing on the bill Monday, and another will be held on Wednesday.

Springer said he isn't sure opening the road is appropriate right now because the federal Bureau of Land Management is in the midst of a major planning effort for the pipeline corridor.

He suggested, as a compromise, opening the road to the north side of Atigun Pass. He said tourists could then enjoy the scenery in the pass,

some of the best in Alaska, he said. Springer also said he is concerned about a high sheep kill in the area by hunters last year. The sheep are mostly north and east of 7 1/2 Wignau, he said.

Wallis asked that villagers be contacted for their thoughts on the bill.

Springer said that, given the statements of opposition received in earlier committee hearings, more extensive hearings aren't necessary.

"But why?" Wallis said. "It's not just that we're opposed. There's a reason for it."



DAY

n.—Golden Valley Electric
ation meeting, Hering Au-
m. Registration at 6 p.m.

5) HB 115

HB 115

Rep. H. Sprung
Chairman HCRB

Synopsis:

SUMMARY HB 115

What has been done:

STEVE FRANK.

1. Question
TOLL ROAD?

2. Spur Rd

UNDER Fed Funding

NSB - previously supported

a. support no longer there

FOX HAUL ROAD

Reasoning why:

Public Policy -

a. Road belongs to state

why treated differently -

b. Conducive to development.

CONCERNS NOT TO OPEN ROAD

Franklin Bluffs (Penguin Falcon) E

Pressure on
Resource Dept
② Large Caribou
Village
Stevens
Buller
Wiseman

Rag Camp Aircraft

Roy Noland - split
in sheep

Calhoun - Tech - sheep
close road

Susan Petersen
subsistence - Caribou
Upsik Village

Activities - illegal
Hunting - over Harvesting Low
productivity reproduction

1. ENVIRONMENTAL a. Subsistence

2. Safety - Chandler Valley

3. COSTS

2. Safety, accident, facilitation - winter time

pipeline security - summer

Traffic heavy

low enforcement

3. COSTS: Upgrade facilitation

Housing for Troopers

Other Consideration.

Subsistence

opening would provide some
mining -

TRAVEL SERVICES - records,
guiding sight seeing.

Local govt - opposed

Local impacts etc sanitation

Timing

why do it now?

Further Construction

Gas Pipeline

1940-20 regulate or restrict

gov control activity - Commerce can
address this issue

Long on going planning process.
state BLM meeting on this
issue.

Tour busses operating
CAN DRIVE

Adequate funding - Environmental Lobbyist
regulate the number of people
to travel this road - Industrial Traffic
glare for old people - speculate
speculate - economic ~~sketchy~~ situation
to hunting trip

Local residents are going to go hunting.

Public Health & Safety

TANANA Chief Against it opening R.R.

NSB opposed to it. " " " "

WISMAN FOR IT OPENING the road

App walls
Welfare & Health
Mentioned - Finance costs
Acknowledged that local people
are in opposition

Cross fire into BLM
Galbraith Lake Hills
Sheep & Caribou

SEANIC

ATIGAN PASS
CHECK POINT

Southern side of Chaudhury
extension north to other side
of pass.

no direct subsistence effort.

no sheep

geared to summer

modified formula. I can go
witho

Planning Committee
20 miles per permit checkpoint

Steve FRANK

Primarily

Public Road - public USE to ALL

Substantial opportunity Tourism

SUPPORT compromise

How much Tourism

Several Thousand Tourists

Legal purpose - Commercial

MAINTENANCE - STATE COSTS

CS -

HB 563 INTERIM

HB 115 INTERIM

2nd HB 1

SS HB 020 NO

~~HB~~ NO ACTION Request of Sponsor
NO ACTION
NO ACTION SB become law.

HB 286 Intimic work

HB 419 DEAD

HB 522 do nothing NO ACTION

~~HB~~ 539 Sponsor requested

(HB 542 Same page)

(Funding in General
Committee pointers)

Gov. Li

HCRA 74th Meeting

CS HB 115

B/M consider - WISE to PERSUE
caught up in politics - genuine concerns
close Committee out

problems to be addressed - even tho
dead end session

committee

draft letter -

ask for consideration in Management
plans -

substitutions

ZKI - ample time to give info
Springer - thoroughly opposed - changed position

ZKI - Road is a state road

HB 1 - Finished - good solid information

HB 115 interim - B/M

HB 286 - Letter to Gov. Have research agency
put out that - Rural Pub. Council -

put out types of information - pull it
all together - Sponsor would it - did
nothing - Gov. formulation to be better than
what

HB 475 top assessment - determine work -
How outside

HB 519 & HB 520 Radon - technical &
legal issues

HB 542 - General pay - Congress

HB 563 - through sub Board - took it away
from the through Assembly. Interim

SPONSORS hold 4 bills

CA. C. T. - Dist. T. H. 1100 | 11227 - not to move

HB 357 Utilities

Notifs
60 days

Act Relating Borough organized
Heats of Hermon -

1st yr.	\$ 400,000
2nd yr.	400,000
3rd yr.	400,000

~~ACRA Committee~~

Ad, 3:26 PM.

78K 2/27/88
ROAD

(Continued from page 1)

Frank's bill, HB115, requires the Department of Public Safety to station three Fish and Wildlife Troopers on the road. Last year in hearings, department spokesmen criticized the bill and said they couldn't support it even if they received extra Troopers.

On Friday, Public Safety Commissioner Art English offered no opposition to the bill and said he didn't think poaching was a problem along the road.

The Department of Transportation and Public Facilities also hesitated to support the bill last year. At the time, it considered tolls for users.

Commissioner Mark Hickey Friday supported the opening Friday. He said the state has no more liability for drivers on the Dalton than for drivers on other remote gravel highways such as the Taylor and Denali.

Adams and Frank worked on the bill in a subcommittee, along with Reps. Pat Pourchot, D-Anchorage, and Kay Wallis, D-Fort Yukon.

Wallis led the fight Friday to stop the bill from moving with an emotional plea on behalf of villagers who hunt in the areas crossed by the highway.

Barely five minutes into the meeting, Wallis called for a recess and walked out for several minutes to compose herself.

When she returned, Wallis said she hadn't been told the bill was on the schedule that day. She said she was shocked at Rep. Adams' apparent intent to move the bill out of committee without hearing from villagers.

"We heard in subcommittee that this is an experiment. How dare you experiment with my people? How dare you?" Wallis said.

Committee members debated the bill for 90 minutes, with Reps. Kay Brown, D-Anchorage, and Mike Davis, D-Fairbanks, siding with Wallis.

Adams noted that the road already is open to hunters to the north side of the Brooks Range. People who hunt must do so on foot, using bow and arrows, until they're five miles from the pipeline.

78K 2/27/88

House panel votes 8-3 to open Dalton Highway

By SAM BISHOP
News-Miner Bureau

JUNEAU—Shifted sentiments by key legislators and two state agencies have improved chances for a bill that would let Alaskans drive to Prudhoe Bay.

The bill hit a few potholes and bumps Friday afternoon in the House Finance Committee, but members passed it 8-3. Next stop for the bill is the House floor.

Movement on the bill was smoothed by support from House Finance Committee Chairman Al Adams, D-Kotzebue. Adams represents the North Slope region, whose political leaders have opposed opening the road in the past.

Now, residents of the North Slope village of Nuiqsut want to build a road from their community to the oil fields. They want federal money to help with the \$20 million-\$30 million price tag, but the federal gov-

ernment won't provide funds unless the Dalton Highway is open to the public.

The road would let villagers obtain cheaper heating fuel from the Prudhoe Bay complex, Adams said.

The Dalton Highway was closed to public traffic north of the Yukon River bridge nearly a decade ago. The line later was pushed to the south foothills of the Brooks Range.

Concerns about safety on the road, increased competition faced by local hunters, and poaching of wildlife prompted the closure.

Bill sponsor Rep. Steve Frank, R-Fairbanks, said he didn't believe opening the remaining 150 miles of road would increase hunting pressure. Hunting is forbidden within five miles of the pipeline and the use of all-terrain vehicles is prohibited, he noted.

(See ROAD, Page 3)

405 3-5-88

Public use of Dalton said costly

The Dalton Highway costs more per mile to maintain than any other road in Alaska, but Transportation Commissioner Mark Hickey would support public use if such an impact could be handled properly.

Hickey is in Fairbanks attending the two-day state Transportation Forum, ending today at the University of Alaska Fairbanks. Today's session includes the national Transportation 2020 forum, in which each state is to examine transportation issues that will arise in the coming 30 years.

The debate on allowing public travel on the road between Fairbanks and Prudhoe Bay is an old one. Motorists can drive as far as a state checkpoint at Dietrich, nearly 211 miles from the Elliott Highway. A state permit is needed to go beyond Dietrich. Trucks hauling materials, equipment and supplies to oilfields are among the year-round users.

What needs to be in place, Hickey said in an interview, is staffing by Alaska State Troopers and probably Fish and Wildlife Protection officers, plus facilities adequate to serve travelers.

On other matters, Hickey said the \$75 million jobs bill signed by the governor Thursday includes \$2 million for local roads and trails and another \$2 million for small harbor repairs.

The road and trail money is distributed by formula and Fairbanks will get part of that. Only about \$10 million is assigned to the transportation department and some of that amount must be passed through to municipalities, Hickey said.

Local controversy over design plans to expand Illinois Street to six lanes as part of the five-phase Geist Road project has attracted Hickey's attention. He said he's monitoring design plans and local response.

With the heyday of state oil revenue spending in the early 1980s also came harsh criticism that the DOTPF did not have accounting control on hundreds of millions of dollars in legislatively approved projects.

Hickey said that prior to 1985, the old accounting system was incapable of handling the number of projects. The DOT has had to account for 4,100 separate projects in 2,200 different appropriations over the past 10 years.

Progress in cleaning up accounting freed \$86 million that helped allow the state government to have a positive balance this year, Hickey said.

The work isn't finished yet.

Dalton most expensive road to maintain

FAIRBANKS (AP) — The Dalton Highway costs more per mile to maintain than any other road in Alaska, but Transportation Commissioner Mark Hickey would support public use if the impact can be handled properly.

The debate over allowing public travel on the road between Fairbanks and Prudhoe Bay is an old one. Motorists can drive as far as a state

checkpoint at Dietrich, nearly 211 miles from the Elliott Highway. A state permit is needed to go beyond Dietrich. Trucks hauling materials, equipment and supplies to oilfields are among the year-round users.

Hickey said there must be adequate staffing by the Alaska State Troopers and probably Fish and Wildlife Protection officers.

*anch X
3-7-88*

Bill would allow residents to drive to Prudhoe Bay

anch X

FAIRBANKS (AP) — A measure approved in an 8-3 vote by the state House Finance Committee would allow Alaskans to drive to Prudhoe Bay, using the Dalton Highway. The bill now heads to the House floor.

The Fairbanks Daily News-Miner's Juneau bureau reported that support from House Finance Committee Chairman Al Adams, D-Kotzebue, helped move the legislation. Adams represents the North Slope region, where political leaders in the past opposed completely opening the road to the public.

Now, residents of the North Slope village of Nuiqsut want to build a road from their community to the oil fields to obtain cheaper heating fuel from the Prudhoe Bay complex. And they want federal funds to help with the \$20 million to \$30 million project.

But federal officials say they will not provide funds unless the Dalton Highway is open to the public.

The Dalton Highway was closed to public traffic north of the Yukon River bridge nearly a decade ago. The road later was opened to the southern foothills of the Brooks Range. Concerns about safety on the

road, increased competition faced by local hunters and poaching of wildlife prompted the closure.

Bill sponsor, Rep. Steve Frank, R-Fairbanks, said he did not believe opening the remaining 150 miles of road would increase hunting pressure. Hunting is forbidden within five miles of the pipeline and the use of all-terrain vehicles is prohibited, he said.

Frank's bill requires the Department of Public Safety to station three Fish and Wildlife Protection Division officers on the road. During hearings on the bill last year, the department criticized the bill.

On Friday, Public Safety Commissioner Art French offered no opposition and said he did not think poaching was a problem along the road.

The Department of Transportation and Public Facilities also balked at supporting the bill last year. At the time, it considered tolls for users.

DOTPF Commissioner Mark Hickey on Friday supported the opening. He said the state has no more liability for drivers on the Dalton Highway than for drivers on other remote gravel roads such as the Taylor and

See Road, page B-6

B-6 Monday, February 29, 1988, The Anchorage Times

Road: Opposition

Continued from page B-1

Denali highways. Rep. Kay Wallis, D-Fort Yukon, led a fight to block the bill. She made an emotional plea on behalf of villagers who hunt in the areas crossed by the highway.

Barely five minutes into the meeting, Wallis called for a recess and walked out for several minutes to compose herself. When she returned, Wallis said she had not been told the bill was on the schedule that day. She said she was shocked at Rep. Adams' apparent intent to move the bill out of committee without hearing from villagers.

Committee members debated the bill for 90 minutes, with Reps. Kay Brown, D-Anchorage, and Mike Davis, D-Fairbanks, siding with Wallis.

Adams noted that the road already is open to hunters to the north side of the Brooks Range. People who hunt must do so on foot, using bow and arrows.

Davis said that in hearings just two years ago, troopers

testified that stopping illegal hunting along the hundreds of miles of road was virtually impossible.

June Weinstock of the Alaska Environmental Lobby said in a position paper that if the illegal killing of caribou on the highway exceeds last year's levels, the herd's growth and health will be endangered.

Rep. Pat Pourchot, D-Anchorage, said he also worried about such problems when he first started work on the bill, but has been convinced that they can be handled.

Stevens Village residents report that competition for game and fish has grown considerably in the past few years, said Eric Smith, an lawyer for the Rural Alaska Community Action Program.

Stevens Village is on the Yukon River, about 25 miles upriver from the Dalton crossing.

Weinstock said a road to Nuiqsut is weak justification for opening the Dalton Highway. She questioned the wisdom of building a \$26 million road to lower fuel prices for 200 people.

3/7/88

Editorial Opinion and Comment of



Daily News - Miner

"Independent in All Things. Neutral in None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

At long last

The bill to open the Dalton Highway to Prudhoe Bay came as a pleasant surprise. For years, the bill has been bottled up by various interests opposed to opening the road. Now the key pin in the jam of opposition has been removed and the bill is beginning to move through the Legislature.

Many interests do not want the road open: The oil companies don't want the public to get too close to their facilities; the environmentalists don't want people driving into the wilderness; various state agencies don't want added costs that public use of the road would bring. However, the main reason the bill to open it has never gone anywhere is because of opposition from the North Slope Borough.

It's ironic that the apparent reason that opposition has now melted is because the borough wants to build a road of its own from Nuiqsut to connect with the Dalton at the oil fields. The federal government won't help with the cost of the road unless the Dalton is open to the public.

The chairman of the House Finance Committee, Rep. Al Adams, D-Kotzebue, let the bill out of his committee Feb. 26. Next stop is the House floor. State agencies, such as the departments of Public Safety and Transportation, which opposed the bill earlier, have fallen in line, and there is every reason to believe that the bill will pass this year.

It's long overdue. The Dalton Highway presently is closed to public use at 210 Mile, a little past Coldfoot. Motorists can't even go up to Atigun Pass a short distance beyond to see the great divide in the Brooks Range between the Interior and the North Slope. The state maintains the road strictly for use by the oil companies.

Now it appears likely that the road soon will be open to Prudhoe Bay. If the North Slope Borough gets its way, motorists someday may be able to drive along the Arctic Ocean all the way to Nuiqsut.

The Dalton Highway remains a rough journey. Only the hardy and well-equipped should attempt it. But for those of us who want to, it is good that we will finally be allowed.

2BK 4/28/88

The Daily News-Miner welcomes letters to the editor, P.O. Box 710, Fairbanks, AK 99707. Each letter must carry the name and address of the writer, which will be published. Letters that are libelous or in poor taste will be rejected. Thank-you letters will be published in the "Applause" column. Because of space limitations, the following rules generally apply: A letter may not be longer than 350 words. Copies of letters from one person to another will not be published. No one may publish more than one letter per month. Political endorsement letters from outside our readership area will not be published. The Daily News-Miner reserves the right to edit or reject any letter submitted.

Open the Dalton

April 25, 1988
P.O. Box 69070
Fairbanks, AK 99706

To the editor:

The Dalton Highway (haul road) belongs to the public, it should be opened. It is a beautiful journey through upper Alaska, a wide gravel highway winding amid wooded country, passing crystal lakes and green tinted rivers, and lying beneath magnificent mountain ranges. A road traveling into the flat, desert-like coastal plains of the Arctic. A road crawling through winter snowdrifts; passing sand dunes in the summer. A pristine wilderness filled with bears and moose, fox and caribou, and other animals, birds and fishes. One sees indigenous Arctic flora. Majestic sights. There is no reason on earth that this beautiful part of Alaska should be opened to only a select few.

The haul road belongs to the public, it should be opened. To assert that tourists and truckers cannot mix safely is absurd. Tourists are our friends, relatives, and loved ones from other parts of the world. A tourist could be a vacationing truck driver from North Dakota, or a nurse, or a retired person who risked his life in Europe, or the South Pacific, defending America during World War II. Tourists, Alaskan or otherwise, are not mindless drivers from the planet Winnebago. I have driven the haul road and I have seen the road blocked by jack-knifed tractor trailers, and Aiyeska vehicles parked in the middle of the road, but I have yet to see a tourist, or a camper, or a free Alaskan pulling a boat, blocking the highway.

The haul road belongs to the public, it should be opened. I worked on the haul road North of the Yukon, from day one during the pipeline construction, and I have driven it since completion. The road is a super highway compared to the original Alcan of the early '50s which I traveled on. Pork barrel politics, oily money, and red neck mentality keep this wonderful road closed. We do not need to be protected from the ruggedness of Alaska, we choose its risks, and its rewards. The road is safe, the scenery is exotic; a spiritual feeling fills one while driving the wide, adequately serviced wilderness highway. Your highway. One wonders what may have happened if pioneers were re-

fused to travel the Cumberland Gap, Oregon Trail, or Chilkoot Pass. The haul road belongs to the public, it should be opened.

John Cruikshank

No great challenge

April 26, 1988
808n Senate Drive
Fairbanks, AK 99712

To the editor:

I have difficulty comprehending the arrogance expressed in the recent (April 22, 1988) letter to the editor from Sherri Bouton. Her limited driving experience really shows through if she thinks that the Dalton Highway is a big driving challenge. I drove it as a tourist myself several years ago and can state with certainty that far greater challenges can be found elsewhere: i.e. the Taconic Parkway in New York (no shoulders) and the "Grapevine" in Los Angeles County (steep hill with trucks). She should try driving up and down the hills of San Francisco or on the narrow streets of Boston if she wants to test her driving skills. Fortunately for all of us, she has that right as

Mortgage Info Referral

Home Mortgage Problems? Need Information?

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State of Alaska • Alask

Dear Customer
Items on page
our circular