

HB

115

# HOUSE COMMITTEE REPORT

Page (11)

Date referred: 3/13/87

FURTHER REFERRALS:

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 <sup>2-26 House FIN</sup> <sub>2-26 DOTPF</sub>  same as previous fiscal note published \_\_\_\_\_
- zero fiscal note  same as previous zero fiscal note published \_\_\_\_\_
- zero with analysis

**SIGNING DO PASS:**

[Signature]

[Signature]

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

**SIGNING OTHER RECOMMENDATIONS:**

Ed Adams - No Rec

[Signature] - No Rec

[Signature] - No Rec

[Signature] - No Rec

[Signature] - No Rec

Mark Bayne - NO REC.

Tan Brown DO NOT PASS

Mike Davis ~~PLEASE DON'T~~

Raywall's Pls don't HURT MY PEOPLE any more.

Ed Adams

Chairman's signature

Original sponsors: Frank, Miller,  
Boyer and Menard

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE BILL NO. 115 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

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

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

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

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

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 AS 19.40.110 is repealed and reenacted to read:

12 Sec. 19.40.110. PUBLIC USE OF THE HIGHWAY. Subject to AS 19.-  
13 40.120, the department shall keep the highway open to the public.

14 \* Sec. 3. AS 19.40.100 is repealed.



# 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

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: CSHB 115(FIN)  
PUBLISH DATE: \_\_\_\_\_

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

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				
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REVENUE						
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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. HB 115

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	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									

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.

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 6/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><b>Justification</b></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>				

REQUEST FOR  
NEW POSITION

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

FY 89

Page 2 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 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. Match			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 CIB

FY 89

Page 3 of 3  
Revised Date

Fiscal Note HB 115  
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, Architectual, 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>

STATE OF ALASKA 1988 LEGISLATIVE SESSION  
FISCAL NOTE

Bill Version: CSHB 115  
Publish Date: \_\_\_\_\_

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

Agency Affected: DOT&PF  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

**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						
<b>TOTAL OPERATING</b>		<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>

CAPITAL		84.0	0	0	0	0
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REVENUE						
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**FUNDING:** (Thousands of Dollars)

GENERAL FUND		94.0	10.0	10.0	10.0	10.0
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>		<b>94.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>

**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 *M.S.H.* 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. CSHB 115

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>&lt;20,000&gt;</u>
Savings: Closing Existing Checkpoint		

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

Original sponsors: Frank, Miller,  
Boyer and Menard

1 IN THE HOUSE BY THE FINANCE COMMITTEE

2 CS FOR HOUSE BILL NO. 115 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

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

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

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

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

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12 Sec. 19.40.110. PUBLIC USE OF THE HIGHWAY. Subject to AS 19.-  
13 40.120, the department shall keep the highway open to the public.

14 \* Sec. 3. AS 19.40.100 is repealed.

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FISCAL NOTE

REQUEST

Revision Date: 2/25/88  
Title: "An Act relating to public use of the Dalton Highway"  
Sponsor: Rep. Frank  
Requestor: House Finance

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY88	FY89	FY90	FY91	FY92	FY93
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		322.0				
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REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUNDS		675.6	286.7	286.7	286.7	286.7
FEDERAL FUNDS						
OTHER						
TOTAL	0	675.6	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)

See attached schedule. Revised 2/16/88 to reflect 8 months operations only.

*Jnr*  
*2/26/88*

Prepared by: Francis C. Allan  
Division: Alaska State Troopers

Phone: 269-5691  
Date: 2/25/88

Approved by Commissioner: Arthur A. English  
Agency: Public Safety

Date: 2/25/88

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

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 115

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
<b>Total</b>	<b>102.5</b>	<b>124.9</b>	<b>124.9</b>	<b>1.3</b>	<b>353.6</b>

(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 \$322,000 for a single family unit.

Revised 2/16/88

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				
Justification				
<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>				

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	Range/Step	Barg. Unit
				1	76/A	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.

REQUEST FOR  
NEW POSITION

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

FY 89

Page 2 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 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. Match		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 CIB

FY 89

Page 3 of 3  
 Revised Date

FISCAL NOTE

REQUEST

Revision Date: \_\_\_\_\_  
Title: "An Act relating to public use of the Dalton Highway"  
Sponsor: Rep. Frank  
Requestor: House Finance

Agency Affected: Public Safety  
BRU: Fish and Wildlife Protection  
Components: Enforcement

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY88	FY89	FY90	FY91	FY92	FY93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUNDS						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

An act opening Dalton Highway year round. No impact on FWP because they have a position established at Coldfoot.

Prepared by: Kyle Weaver  
Division: Fish and Wildlife Protection

Phone: 269-5539  
Date: 1/29/88

Approved by Commissioner: Arthur E. English  
Agency: Public Safety

Date: 1/29/88

Distribution: (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
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STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: CSHB 115(FIN)  
PUBLISH DATE: \_\_\_\_\_

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

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)

STATE OF ALASKA 1988 LEGISLATIVE SESSION  
FISCAL NOTE

REQUEST \_\_\_\_\_

Bill Version: HB 115  
Publish Date: \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: Cost for Opening the Dalton  
Highway to the Public  
Sponsor: Frank  
Requestor: Adams

Agency Affected: DOT&PF  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

**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		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		0	0	0	0	0
CAPITAL		60.0	0	0	0	0
REVENUE						

**FUNDING: (Thousands of Dollars)**

GENERAL FUND		60.0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL		60.0	0	0	0	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: 1/25/88

Approved by Commissioner: Mark S. Hickey Date: 1/27/88  
Agency: DOT&PF

Distribution (by preparer):  
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Impacted Agency(ies)  
Senate Secretary

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LEGISLATIVE FINANCE

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 115

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 at scattered locations along the northern portion of the route. The number and location of projected facilities is based on the assumption that private facilities are available at Coldfoot and at Deadhorse. Opening the entire Dalton Highway to public use would allow us to close the existing checkpoint near Chandalar Camp.

2. Capital Costs

Two Campsite Facilities		\$30,000
Two Vault Toilets		24,000
Information Signs		2,000
Bear Proof Litter Barrels (Six Pair)		4,000
	TOTAL	<u>\$60,000</u>

3. Operating Costs

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

Contractual Services:		10,000
Vault Toilet Maintenance		

Contractual Services:		<u>&lt;20,000&gt;</u>
Savings: Closing Existing Checkpoint		

Contractual Services Subtotal		<u>&lt;\$10,000&gt;</u>
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TOTAL IMPACT		\$-0-
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CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 115

These figures indicate a neutral operating budget impact would be realized by eliminating the Dalton Highway checkpoint near Chandalar. No appreciable increased highway maintenance costs would be anticipated as a result of opening the entire Dalton Highway to public use.

By removing the authority to institute a Dalton Highway user toll, this bill would eliminate the possibility of collecting \$5.5 million per year at an annual operating cost of \$290,000. Revenue collected could have been deposited in the general fund to offset the cost of Dalton Highway maintenance.

There are two additional issues that could increase the fiscal impact from this legislation.

- (1) The Dalton currently stops short of the Deadhorse Airport. Access is now available across private oil company roads.
- (2) The proposed bill calls for opening the road to the Arctic Ocean, yet the Dalton stops several miles short. Again, access would have to be obtained across private roads.

We do not presently know if either of these issues result in a real problem leading to additional costs. The first concern is probably easily resolvable; the second concern is more problematic if the Legislature intends to ensure public access as far as the Arctic Ocean.

FISCAL NOTE

REQUEST

Revision Date: \_\_\_\_\_ Agency Affected: Public Safety  
 Title: "An Act relating to public use of the Dalton Highway." BRU: Alaska State Troopers  
 Sponsor: Rep. Frank Components: Detachments and CIB  
 Requestor: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY88	FY89	FY90	FY91	FY92	FY93
PERSONAL SERVICES	240.6	240.6	240.6	240.6	240.6	240.6
TRAVEL	6.0	6.0	6.0	6.0	6.0	6.0
CONTRACTUAL	84.4	84.4	84.4	84.4	84.4	84.4
SUPPLIES	9.9	9.9	9.9	9.9	9.9	9.9
EQUIPMENT	66.9					
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	407.8	340.3	340.3	340.3	340.3	340.3

CAPITAL	395.0					
---------	-------	--	--	--	--	--

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

FUNDING: (Thousands of Dollars)

GENERAL FUNDS	802.8	340.3	340.3	340.3	340.3	340.3
FEDERAL FUNDS						
OTHER						
TOTAL	802.8	340.3	340.3	340.3	340.3	340.3

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

See attached schedule.

Prepared by: Francis C. Allan  
 Division: Alaska State Troopers

Phone: 269-5691  
 Date: 1/22/88

Approved by Commissioner: Arthur English   
 Agency: Public Safety

Date: 1-22-88

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

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 115

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.

<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	80.2	80.2	80.2		240.6
Travel	2.0	2.0	2.0		6.0
Contractual	8.5	42.1	32.5	1.3	84.4
Supplies	3.3	3.3	3.3		9.9
Equipment	22.3	22.3	22.3		66.9
Total	116.3	149.9	140.3	1.3	407.8

(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.

Position Title		State Trooper		No. of Positions	1	Range/Step	76/A	Barg. Unit	PSEA	
Time Status	PFT	Staff Months	12.0	Location	Coldfoot	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.</p> <p>Additionally, no housing currently exists in Coldfoot and a unit would need to be constructed.</p>			
1		2		3						
Salary		54,192								
Benefits		21,054								
Premium Pay		5,002								
Other										
Total Personal Services				80.2						
Travel				2.0						
Contractual				8.5						
Commodities				3.3						
Equipment				22.3						
Other										
Total Cost				116.3						
Funding Source for Total Cost										
Federal Receipts		1002								
G.F. Match		10J3								
General Fund		1004		116.3						
I-A Receipts		1006								
CIP Receipts		1061								
Other										

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





# Alaska State Legislature

**STEVE FRANK**

DISTRICT 20A  
Finance Committee

1125 Sunset Drive  
Fairbanks, Alaska 99701



While in Juneau  
P.O. Box V  
Juneau, Alaska 99811  
(907) 465-3709

## House of Representatives

To: The House Finance Committee

From: Rep. Steve Frank *STF*

Re: House Bill 115 - "An Act relating to  
Public Use of the Dalton Highway"

Date: January 25, 1988

---

House Bill 115 would statutorily open the Dalton Highway to the general public and prohibit the imposition of a toll for vehicular traffic.

Currently, the Dalton Highway is open to the public as far as Disaster Creek which lies about half way between the Yukon River bridge and Prudhoe Bay. State statute allows vehicles with an industrial or commercial purpose to travel beyond this point but those vehicles are required to obtain a permit from the Department of Transportation. There is a checkpoint at Dietrich Camp, 31 miles north of Disaster Creek, open from June 1 through September 1 each year to check permits and keep unauthorized travelers from entering the closed portion of the road.

We believe that the Dalton should be open to the public because it is a publicly owned road and is maintained with millions of public dollars. Opening the highway would encourage tourism and improve access to our natural resources. In addition, residents would have the opportunity to visit this unique area for hiking, sightseeing, camping, photography, fishing & hunting under certain restrictions, and other types of outdoor recreation.

Moreover, we are confident that wildlife, environmental, and public safety concerns can be adequately addressed. The attached fiscal note indicates additional funding that the Department of Public Safety feels will be needed to ensure proper enforcement.

Thank you for your consideration.

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX Z  
JUNEAU, ALASKA 99811-2500  
PHONE: (907) 465-3900

October 7, 1987

The Honorable Steve Frank  
1126 Sunset Drive  
Fairbanks, Alaska 99701

Dear Representative Frank:

Your August 28, 1987 letter regarding Dalton Highway issues has been reviewed by myself and my Northern Region staff.

With regard to the issue of opening the entire Dalton Highway to public use, Department of Transportation and Public Facilities favors opening it. The existing policy of allowing only commercial, industrial and residential use is expensive to administer, does not generate revenue, and has been only partially effective. Opening the road to the public would eliminate the need to process requests and issue permits, and eliminate the need to operate a checkpoint. The existing checkpoint is operated for only part of the year. When it is not in operation, people often ignore the road closure signs and continue up the road.

Additional traffic resulting from opening the entire Dalton Highway to public use would not be expected to add significantly to the amount of maintenance needed. This is because additional traffic would be light, as evidenced by public use of the portion of the highway that is now open, and because the additional traffic would likely consist of light duty vehicles which cause comparatively little wear on the road.

Please recognize that this is the DOT&PF position on opening the Dalton Highway. It is based on DOT&PF related concerns. Other agencies, with different concerns, may have different positions.

With regard to the issue of a user toll on the Dalton Highway, DOT&PF supports this as an option for offsetting maintenance costs on the route. The Dalton Highway is an expensive route to maintain, and obtaining adequate maintenance funding has been difficult. The current good condition of the driving surface is in part a result of capital resurfacing projects funded several years ago. The lack of new capital funding can be expected to eventually result in roadway conditions which are more costly to maintain.

The Honorable Steve Frank

-2-

October 7, 1987

I'm looking forward to working with you during the upcoming legislative session. Please call me if you need additional information.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mark S. Hickey".

Mark S. Hickey  
Commissioner

cc: Susan Fleischhauer, Legislative Liaison, Headquarters  
Bob Evans, Legislative Liaison, Office of the Governor  
Lynn J. Harnisch, P.E, Regional Director, Northern Region

BILL NO: HB 115

DATE: February 27, 1987

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

CONTACT: Maj. Walter J. Gilmour  
Acting Director  
Alaska State Troopers

DEPARTMENT OF PUBLIC SAFETY  
POSTAL PERMIT

HB 115 will open the Dalton Highway for public access for the entire year.

The Division of Alaska State Troopers will need to provide a full range of law enforcement services to include accident response and investigation, search and rescue and patrol in order to protect the users of the highway. Winter use of the highway will result in a need to provide these services under difficult conditions, and equipment costs reflect this fact.

The Department of Public Safety is opposed to this legislation.

  
WILLIAM R. NIX  
Acting Commissioner



Greater Fairbanks

**Chamber**

of Commerce

First National Center

P.O. Box 74446

100 Cushman Street

(907) 452-1105

Fairbanks, Alaska 99707

RESOLUTION 3-0287

A RESOLUTION TO OPEN THE DALTON HIGHWAY TO THE GENERAL PUBLIC

WHEREAS, there is no justifiable reason that the general public should not have access to a public highway, and

WHEREAS, public funds are used to maintain this road, and

WHEREAS, the denial of the public to use the Dalton Highway as any other highway in Alaska, as stated in A.S. 19.40.120, is discriminatory, and

WHEREAS, there are existing state and federal regulations which provide for management of public use of land and resources adjoining public highways, and

WHEREAS, the opening of the Dalton Highway has been part of the program of work as stated in the Interior Transportation Needs Study developed by the Greater Fairbanks Chamber of Commerce;

NOW, THEREFORE, be it resolved, that the Greater Fairbanks Chamber of Commerce recommends that the Legislature pass HB 115 without further restrictions.

Be it further resolved that this resolution be sent to the following:

Governor Cowper  
The Interior Delegation  
The Congressional Delegation  
The Commissioner of Transportation

DATED THIS

23rd

DAY OF

February

, 1987

BY

James Dodson, Chairman of the Board

BY

Althea St. Martin, Acting President



Greater Fairbanks

**Chamber**

of Commerce

First National Center

P O Box 74446

100 Cushman Street

(907) 452-1105

Fairbanks, Alaska 99707

RESOLUTION 1-0287

A RESOLUTION RECOMMENDING THAT A TOLL SHOULD  
NOT BE CONSIDERED ON THE DALTON HIGHWAY

WHEREAS, Fairbanks is facing an economic down trend, and

WHEREAS, more effort needs to be placed on trying to assist Fairbanks to recover and continue to offer competitive services in deploying freight through Fairbanks to users along and at the end of the Dalton Highway, and

WHEREAS, a toll could work an economic hardship on any business planning to use the road, and

WHEREAS, the Greater Fairbanks Chamber of Commerce feels that the road should not be used as a single purpose road, and

WHEREAS, this proposed toll would represent a double tax on the oil industry,

NOW, THEREFORE, be it resolved that options other than a toll being placed on a road in Alaska (specifically the Dalton Highway), be considered as a method to generate more state revenue.

BE IT FURTHER RESOLVED that this resolution be sent to the following:

Governor Cowper  
The Interior Delegation  
The Congressional Delegation  
Commissioner of Transportation

DATED THIS

Feb. 23 87

DAY OF

2-23-

, 1987

BY

James Dodson  
James Dodson, Chairman of the Board

BY

Aithea St. Martin  
Aithea St. Martin, Acting President

TANANA CHIEFS CONFERENCE, INC.  
Board of Directors

Resolution No. 87-4

North Slope Haul Road

- WHEREAS, the Dinyee people have traditionally used, occupied, and governed the lands north to and including the Dall Rivers watershed, to the west as far and including Ray River, to the east as far and including Purgatory, and south to the summit of the range of hills commonly called Roger Creek Range; and
- WHEREAS, the haul road cut right through these lands used by the Dinyee people to make a living; and
- WHEREAS, the Dinyee people have been negatively impacted by the haul road and have seen no positive benefits from the millions of dollars of economic development in their traditional land; and
- WHEREAS, the haul road has caused much hardship to Dinyee people and their land because of the easy access to trespass and sporthunt and sportfish; and
- WHEREAS, the haul road compromise fashioned in 1980 was meant to protect the area from illegal hunting and access; however there has been no enforcement of this by the state and there has been much abuse; 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.

NOW THEREFORE BE IT RESOLVED that the Tanana Chiefs Conference Board of Directors opposes HB 115 and supports tolls for the users of the haul road.

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 19, 1987 at Fairbanks, Alaska and a quorum was duly established.



Daisy Northway  
Secretary-Treasurer  
Tanana Chiefs Conference, Inc.

Submitted by: Stevens Village

ALASKA FEDERATION OF NATIVES, INC.  
1986 ANNUAL CONVENTION

RESOLUTION NO. 86-15

TITLE: UTILITY CORRIDOR

WHEREAS, the State and the Bureau of Land Management are attempting to seriously breach the haul road compromise reached in 1980 by changing the land ownership to promote development; and

WHEREAS, the land around the utility corridor was relatively undisturbed with the primary economy being subsistence; and

WHEREAS, the present problems of trespass and vandalism, Caribou management, pollution, fishery management have not been solved due to state budgets; and

WHEREAS, the villages in the area are hurting badly from the building and present use of the haul road and need a healthy subsistence economy for their culture and survival, so

NOW THEREFORE BE IT RESOLVED by the delegates to the 1986 Annual Convention of the Alaska Federation of Natives, Inc., that the Bureau of Land Management should retain the lands within the utility corridor in federal hands so as not to increase trespass, wildlife management problems, and put further damaging stresses on the subsistence economy and culture of the area; and

BE IT FURTHER RESOLVED that the staff and management of AFN are directed to convey as soon as possible these concerns to the appropriate people and agencies.

CONVENTION ACTION: PASSED





# Resource Development Council

for Alaska, Inc.

807 "G" Street, Suite 200, Anchorage, Alaska 99501-3448  
Box 100516, Anchorage, Alaska 99510-0516 - 907/276-0700

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**EX-OFFICIO MEMBERS**  
Senator Ted Stevens  
Senator Frank Murkowski  
Congressman Don Young

March 5, 1987

Representative Steve Frank  
Alaska State Legislature  
Pouch V  
Juneau, AK 99811

re: HB 115 and SB 132

Dear Steve:

The Resource Development Council is pleased to support HB 115 and SB 132, Acts relating to public use of the Dalton Highway. Our Executive Committee's action in this regard was unanimous.

We agree that these bills will allow the state to further develop the industries that rely on access to Northern Alaska. We need to encourage development and use of this key element in the state's road system if we are to foster development of valuable resources.

Please call on RDC if we can be of assistance to your office on this issue.

Sincerely,

RESOURCE DEVELOPMENT COUNCIL  
for Alaska, Inc.

Paula P. Easley  
Executive Director

cc: Senator Jack Coghill  
Mayor Juanita Helms  
Mayor Bill Walley





# STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P.O. BOX Z  
JUNEAU, ALASKA 99811-2500  
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

January 29, 1988

The Honorable Al Adams  
Alaska State Legislature  
P.O. Box V  
Juneau, Alaska 99811

Dear Representative Adams:

In response to your recent request, the following is an analysis of how opening the entire Dalton Highway to public use would affect Department of Transportation and Public Facilities (DOT&PF) responsibilities.

Elimination of the checkpoint and the need for processing permits would save the cost of checkpoint operation (currently \$20,000 per year), would save the time and cost involved with administering the system and issuing permits, and would save highway users the bother and expense of obtaining permits. It would also end the constant public involvement effort necessary to explain the current policy to people who feel they have a right to travel the route. Opening the remainder of the Dalton Highway to public use would represent a standardized policy for operation and management of all rural state access routes. Though some of them are open only seasonally, all other state highways are open to the public.

To date there has been no federal participation in road improvement projects north of the Yukon River Bridge even though the entire Dalton Highway is on the federal-aid system. This is due to the requirement that federally funded highway projects be open to the public. The limited ability of the public to travel parts of the highway has clouded the issue of federal participation. Recently, the Federal Highway Administration (FHWA) declined to include a Barrow to Prudhoe Bay corridor on the federal-aid system, in part because the Dalton Highway is not open to the public. In the future, this would preclude our ability to utilize federal funding for construction of a Nuiqsut to Prudhoe Bay Road.

Opening the remainder of the Dalton Highway to the public would necessitate some additional traveler services. Private facilities providing vehicular services and lodging are available at the Yukon Crossing, Coldfoot and Deadhorse. It would probably prove necessary for someone to develop additional private facilities between Coldfoot and Deadhorse. We see the need for two additional public wayside/campsite facilities, with vault toilets and litter barrels (like what we have now at the Arctic Circle and at Marion Creek) along the northern section of the road. Some signing and additional litter barrels would also be required. We estimate the development cost for these facilities to be \$60,000. We expect they would cost approximately \$20,000 per year to maintain. That maintenance cost would be offset by the savings which would be realized by closing the existing checkpoint, thereby resulting in a neutral operating budget impact for DOT&PF. Enclosed is a new fiscal note detailing these expenses.

There may also be a need to extend the Dalton Highway to the terminal area of the Deadhorse Airport. Currently, the Dalton Highway ends approximately 2 miles short of the terminal area. The remaining segment of road, though on airport property, was built and is maintained by the oil companies. We do not see a problem reaching a reasonable accommodation, so we have not included a cost estimate for this on the attached fiscal note.

Another problem and additional cost may occur since the current road stops several miles short of the Arctic Ocean. If the Legislature desires access as far as the Arctic Ocean, as currently suggested in HB 115 and SB 132, there may be additional costs for inclusion. Arrangements would have to be made with the oil companies to achieve this goal.

Summer and fall traffic volumes would increase as a result of opening the remainder of road. However, as indicated by past limited openings of the route, we would not expect a large volume of additional traffic. The long distances involved, the cost of services and repairs, and the lack of pavement would tend to hold the number of pleasure vehicles down. Since we already maintain the route for truck traffic, we do not anticipate an appreciable increase in maintenance costs resulting from the additional traffic. The smaller public vehicles would have little effect on the road surface relative to the commercial trucks.

The capacity of the road would also not be a limiting factor. Again, where improvement is needed, it is already needed for the existing truck traffic and is needed to improve the level of service provided by the facility rather than to increase the capacity. The geometric standards of the Dalton Highway are already superior to those of several other rural routes in the state which are open to public use and are subject to higher traffic volumes.

While there may be some concern that public traffic would interfere with possible gasline construction, we do not feel that this is a significant negative consideration. Just as with oil pipeline construction activity, gasline construction activity would share hundreds of miles of highway such as the Steese, Elliott and Richardson Highways with substantially higher traffic volumes than would occur on the Dalton Highway. Construction activity itself may deter some people from using the route. If it becomes necessary during gasline construction to temporarily close a portion of the highway to public use, this could be done under A.S. 19.10.100.

As it pertains to DOT&PF, the opening of the entire Dalton Highway would require minimal additional state facilities, would relieve us of the troublesome task of administering the existing user permitting program, would not require appreciable additional maintenance, and would not tax the traffic volume capacity of the existing facility. For us, the positive effects of opening the entire highway to public use outweigh the possible negative effects.

There are a number of other issues, that while not direct DOT&PF concerns, I believe would need attention to implement this decision properly. The following is a list of key concerns.

A. Traffic Safety/Fish and Wildlife Enforcement

Opening the entire Dalton to general public access, particularly on a year-round basis, could significantly affect Public Safety's ability to perform these responsibilities.

B. Environmental/Fish And Game Impact

A range of environmental and fish and game impacts could occur due to an opening decision. This could include detrimental impacts from off-road vehicle and hunting violations, and other negative impacts associated with off-road activities along the currently restricted road portions.

C. Facility Development Needs

Year-round access will necessitate additional development of commercial service facilities (i.e., auto services; food; lodging) at one or two new locations north of Coldfoot. Some effort will be needed to ensure the opportunity is available for private sector development.

D. Land Selection Status


State efforts are continuing in terms of state selections within the Bureau of Land Management (BLM) Utility Corridor. I would recommend contacting DNR to ascertain any possible problems that might be posed by this proposal.

E. Partial Opening

It may be wise, at least at first, to limit general access to eight months, thereby avoiding public safety risks during the dead of winter. You might want to contact DPS on this question.

Since this question does impact a number of other areas, I have taken the liberty of copying affected agencies for their information. You may also want to contact Bob Evans so the administration can work with you in a more coordinated manner.

Sincerely,



Mark S. Hickey  
Commissioner

Enclosure

cc: J. Anthony Smith, Commissioner, Department of Commerce and Economic Development  
Dennis D. Kelso, Commissioner, Department of Environmental Conservation  
Don W. Collingsworth, Commissioner, Department of Fish and Game  
Arthur A. English, Commissioner, Department of Public Safety  
Mary Halloran, Associate Director, Office of Management and Budget  
Bob Evans, Legislative Liaison, Office of the Governor

STATE OF ALASKA 1988 LEGISLATIVE SESSION  
FISCAL NOTE

Bill Version: HB 115  
Publish Date: \_\_\_\_\_

REQUEST \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: Cost for Opening the Dalton  
Highway to the Public  
Sponsor: Frank  
Requestor: Adams

Agency Affected: DOT&PF  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

**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		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		0	0	0	0	0
CAPITAL		60.0	0	0	0	0
REVENUE						

**FUNDING: (Thousands of Dollars)**

GENERAL FUND		60.0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL		60.0	0	0	0	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: 1/25/88

Approved by Commissioner: Mark S. Hickey *M.S.H.* Date: 1/27/88  
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

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 at scattered locations along the northern portion of the route. The number and location of projected facilities is based on the assumption that private facilities are available at Coldfoot and at Deadhorse. Opening the entire Dalton Highway to public use would allow us to close the existing checkpoint near Chandalar Camp.

2. Capital Costs

Two Campsite Facilities		\$30,000
Two Vault Toilets		24,000
Information Signs		2,000
Bear Proof Litter Barrels		4,000
(Six Pair)	TOTAL	\$60,000

3. Operating Costs

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

Contractual Services:		10,000
Vault Toilet Maintenance		

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

Contractual Services Subtotal		<\$10,000>
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TOTAL IMPACT		\$-0-
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CONTINUATION OF FISCAL NOTE ANALYSIS

For. Bill/Resolution No. HB 115

These figures indicate a neutral operating budget impact would be realized by eliminating the Dalton Highway checkpoint near Chandalar. No appreciable increased highway maintenance costs would be anticipated as a result of opening the entire Dalton Highway to public use.

By removing the authority to institute a Dalton Highway user toll, this bill would eliminate the possibility of collecting \$5.5 million per year at an annual operating cost of \$290,000. Revenue collected could have been deposited in the general fund to offset the cost of Dalton Highway maintenance.

There are two additional issues that could increase the fiscal impact from this legislation.

- (1) The Dalton currently stops short of the Deadhorse Airport. Access is now available across private oil company roads.
- (2) The proposed bill calls for opening the road to the Arctic Ocean, yet the Dalton stops several miles short. Again, access would have to be obtained across private roads.

We do not presently know if either of these issues result in a real problem leading to additional costs. The first concern is probably easily resolvable; the second concern is more problematic if the Legislature intends to ensure public access as far as the Arctic Ocean.

1 IN THE HOUSE

BY FRANK, MILLER AND BOYER

2

HOUSE BILL NO. 115

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act relating to public use of the Dalton High-  
7 way."

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

9 \* Section 1. AS 19.40.110 is repealed and reenacted to read:

10 Sec. 19.40.110. PUBLIC USE OF THE HIGHWAY. The department shall  
11 maintain the highway between the Yukon River and the Arctic Ocean and  
12 shall keep the highway open to the public throughout the year without  
13 a toll for use of the highway or a portion of the highway.

14 \* Sec. 2. AS 19.40.100 is repealed.