

S B

366

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER SB 366

SPONSOR Frank, Coghill, Falvrenkamp

BILL TITLE Dalton

Teleconference:

DATE REFERRED 1.17.90

FBX...
Auch.

HEARING SCHEDULED 1. ~~21.90~~ 1.31.90

Set up: ✓

FISCAL NOTE PREPARED ✓

1.25.90

SPONSOR CONTACTED - Frank (Rick notified 1.24.90)

INTERESTED PARTIES CONTACTED Div. of Tourism:

- ✓ Jones - Charlie Miller - 4921
- ✓ D of T... Katie McHugh - 3900
- ✓ MacLeans office... 4883 - Chris
- ✓ Fish and Game... 4100 - Norm Cohen - Amendments
4100 -

Fish; Wildlife... 586-7240 (U.S.) NO - Requested name from
786-3542 AK Public Safety... 2

✓ Roger McCoy - Public Safety - (out of town for a week)
Dianna Page - 4322 - requested specific language

✓ Lisa Yaeger - 452-8251 L.M.

✓ BLM - ~~271-5960~~ 271-5477 - Bishop Buckle L.M. will send report

✓ Bill Glude - 463-3366

✓ Dept. Admin: Sioux Plummer → Div. of Information Services
Paul Monet

✓ Bish Buckle: BLM - 271-5477

✓ Les Rosecrans: BLM - 271-5076 (Auch)

One of the other OTHER

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER

SPONSOR

BILL TITLE

DATE REFERRED 3-12-90

HEARING SCHEDULED

FISCAL NOTE PREPARED

SPONSOR CONTACTED ✓

INTERESTED PARTIES CONTACTED

✓ D.O.T.

✓ F.I.G.

✓ Public Safety: Captain McCoy

OTHER

from the quill of

Bishop T. Buckle

FOR

SENATOR PAT POURCHOT

POUCH V ROOM 504

ATTN

SUSAN BARNETT

MORE TO FOLLOW BY FAX

BISH



Tom Dean
FBX 474-2302

Les Rosenkrans:
Anch.
271-5076



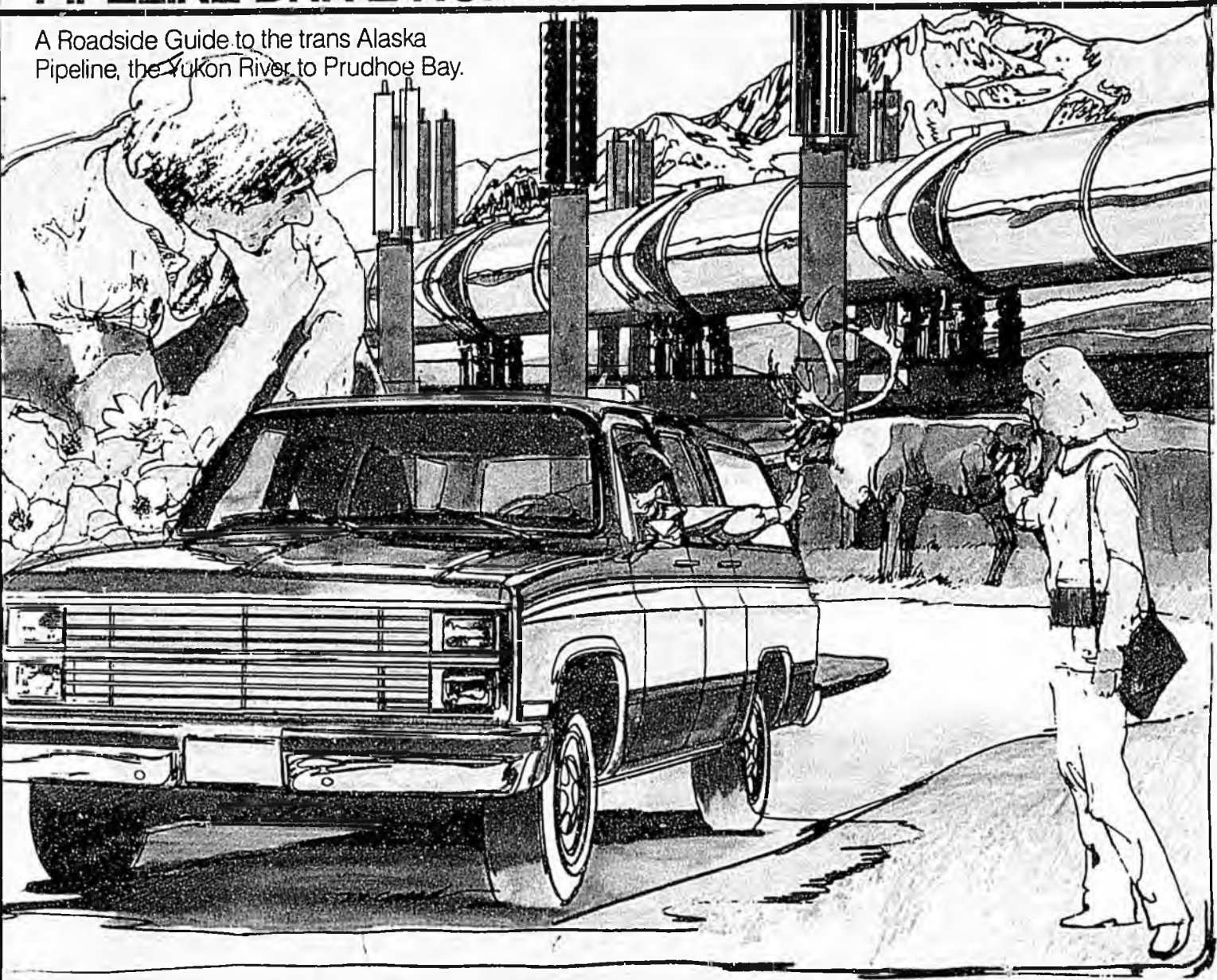
BISHOP T. BUCKLE
Deputy State Director
Lands and Renewable Resources

Bureau of Land Management
222 W. 7th Ave., #13
Anchorage, AK 99513-7599

(907) 271-5477

PIPELINE DRIVE NORTH

A Roadside Guide to the trans Alaska Pipeline, the Yukon River to Prudhoe Bay.



About This Guide

The trans Alaska pipeline extends nearly 800 miles, from Prudhoe Bay on the Arctic Ocean to Valdez on Prince William Sound. The 415-mile James Dalton Highway generally parallels the northernmost portion of the line.

The drive north along the Dalton Highway to Prudhoe Bay is both beautiful and interesting, with wildlife, panoramic scenery, and geological formations to see and enjoy. The Highway was built by Alyeska Pipeline Service Company, as part of the trans Alaska pipeline project. Once known simply as the North Slope Haul Road, the Highway was used to transport supplies and equipment for the construction project. The Highway was built under an agreement with the State of Alaska, which now owns and maintains the road, and has given it its present name, in honor of James William Dalton.

Son of a pioneer who came to Alaska in 1882, James Dalton grew up in Cordova and attended the University of Alaska at Fairbanks, graduating in 1937 with a degree in mining engineering. He worked for several gold-mining operations and as an engineer on construction projects in interior Alaska.



During World War II, the Navy began a search for oil in the Alaskan arctic's Naval Petroleum Reserve #4. The engineering and construction arm of the Navy — the Seabees — was assigned to the search. Dalton joined the Seabees, but was sent to Dutch Harbor (and, later, Hawaii) instead of the arctic. After the war, he joined the arctic exploration program as a civilian engineer; and in 1964, he was asked by the Defense Department to supervise construction of the Distant Early Warning (DEW) Line in Alaska.

Dalton worked for the rest of his career as an expert in arctic engineering and logistics problems, acting as a consultant in many of the early oil exploration efforts on the North Slope. In conducting overland expeditions to supply remote sites, he staked thousands of miles of winter trails across the wilderness, from the Canadian border to the Bering Sea, and from the Beaufort Sea to the Brooks Range. It is, therefore, particularly appropriate that the first road in Alaska to cross the Arctic Circle should bear his name.

In this guide, interesting features along the James Dalton Highway are indicated in distances measured by mileposts (MP). Most Alaskan highways are marked at one-mile intervals by numbered mileposts. These markers, placed by the State of Alaska, can be regarded as accurate mileage guides. Mileposts are installed on the Dalton Highway. Mileage and milepost markers are reckoned from south to north in this guide, beginning at the start of the James Dalton Highway, about four miles beyond the Livengood Road — Mile 0. Thus MP 56, the first milepost entry in the guide, is 56 miles north of the Highway's starting point; MP 156.4 refers to a point 156 and four-tenths miles from the start, and so on.

Year round public access is allowed without permit only to Disaster Creek, Mile 216. It would, therefore, be prudent to consult the Regional Maintenance and Operations office, State of Alaska Department of Transportation and Public Facilities, 451-2209, about current public-access limitations, or 456-7623, for 24-hour recorded road conditions, Monday-Friday.

A Few Words of Caution

There are litter barrels  and rest facilities  located along the road. RV waste receptacles are located at MP56 and MP180. More elaborate facilities for motorists are available only at two locations along the highway.

At milepost 56, Yukon Ventures Alaska offers diesel fuel, gasoline and propane; car, truck and tire repair; towing service for large trucks and vehicles, radio telephone, food and lodging. For further information contact Yukon Ventures Alaska, Suite 105, 455 3rd Avenue, Fairbanks, Alaska 99701, or call Radio Fairbanks, 452-1166, "radio unit 0218."

At milepost 173.6 Coldfoot Services is open 24 hours a day, year-round, and provides diesel fuel, gasoline, unleaded fuel, jet fuel, and propane; car, truck and tire repair; towing service, showers, food, lodging, Post Office, a small grocery store and telephone. For further information write Coldfoot Services, Coldfoot, Alaska 99701, or call 678-9301.

Channel 19 on CB radio is used and monitored on the Dalton Highway.

SUGGESTIONS FOR YOUR SAFETY

Keep your headlights on at all times. If you stop for any reason along the Highway, pull well off the roadway and leave your warning lights flashing—many large trucks use this route. Carry basic survival



gear regardless of the season, since this region is still largely uninhabited.

Avoid close contact with wildlife. Small animals, such as foxes, may be rabid; encounters with large ones, like bear or moose, can be literally lethal—particularly when their young are nearby.

Motorists should be prepared to deal with flat tires and other vehicle mechanical problems which may occur.

Alyeska Pipeline Service Company cannot assist you if you have car trouble, and can provide no

services of any kind to travelers. The Department of Transportation and Public Facilities, or the Alaska State Troopers can tell you in advance what to do in case of emergency.

History



The construction of the James Dalton Highway, then called the North Slope Haul Road, was a remarkable feat of engineering—and of human determination. Construction began on April 29, 1974, and was completed on September 29, 1974—just 154 days. It took 32 million cubic yards of gravel, more than three million man hours of construction effort, and \$125 million.

In 1975, the Yukon River Bridge was opened, ending the use of barges, hovercraft, and winter ice bridges in crossing the great river. Twenty permanent bridges were constructed along the Highway.

The first mainline pipe section of the trans Alaska Pipeline was installed in the Tonsina River, north of Valdez, in March of 1975. Twenty-nine construction camps—from Pump Station 1 at Prudhoe Bay to the Marine Terminal at Valdez—housed workers during the construction of the line. Employment peaked at 21,600 in August of the same year.

By the end of 1976, most of the work had been completed. By May of 1977, all 800 miles of pipe had been installed and tested. The final weld on the mainline pipe took place May 31, 1977, at Pump Station 3. And on June 20, the first North Slope crude oil entered the pipeline at Pump Station 1.

On July 28, the first load of oil reached the Marine Terminal, and headed south aboard the oil tanker ARCO Juneau on August 1, 1977. In June, 1989, the 9000th tanker is expected to depart Prince William Sound with a cargo of crude, bound for a U.S. refinery. Since the Kuparuk, Lisburne and Endicott oil fields on the North Slope have begun operations, joining the Prudhoe Bay field, the total throughput of the pipeline has averaged about 2.0 million barrels per day.

In October of 1979, the North Slope Haul Road was turned over to the State of Alaska, and was later renamed after James Dalton. Today, the road serves as a link with pump stations and the Slope for industrial truck traffic, as well as limited personal traffic.

The Pipeline

The trans Alaska pipeline is unique among the many pipelines of the world. Most such oil lines are buried. But much of Alaska is underlain by permanently-frozen soil, or permafrost. Pipeline planners realized that heat from the oil — which comes out of the ground at 150 - 180 degrees Fahrenheit — would thaw the frozen soil if the pipeline were buried — a highly undesirable effect. In frozen silt or solid ice, for instance, thawing could cause the ground to slump or slowly erode, resulting in an unstable pipeline foundation, not to mention the possible ecological damage.

So more than half of the trans Alaska pipeline's 800-mile length is above ground. The 48-inch diameter pipe is insulated and elevated on special pipe supports, each consisting of two vertical supports of steel, and a connecting crossbeam. Thawing around the vertical supports, in the most sensitive soil areas, is prevented by thermal devices called heat pipes, which carry heat up through pipes within the supports to finned radiators on top. In some areas — especially regions of extreme winter cold, in the north — heat pipes aren't necessary, and the

vertical supports lack the finned radiators.

Approximately 420 miles of the pipeline, in segments of various length, are built above ground. A zig-zag configuration is apparent in the elevated portions of the line, contributing to flexibility.

In these above-ground segments, supports are located about every 60 feet. The pipe is free to move on the crossbeams of the supports, in case of expansion or contraction — from temperature variation, for instance, or earthquakes. Every 800 to 1,000 feet, the pipe is held firmly by "anchors," to prevent uncontrolled movement. These anchors are readily identifiable by the four closely-spaced vertical supports on which they rest.

Permafrost does not occur in all of Alaska; nor does it always become unstable when thawed. Solid rock and well-drained gravels are examples of permafrost which may remain stable if thawed. In such areas, and in regions where permafrost does not occur at all, the pipeline was buried in the conventional manner.

About 380 miles of the pipeline are buried, in stretches of varying lengths. The pipe is bedded in a

deep ditch, insulated with gravel padding, and covered with dirt. In a few areas, where potentially thaw-unstable soils were present but burial was necessary to accommodate road or wildlife crossings, the buried line is refrigerated to prevent thawing.

The pump stations provide the power to drive the oil through the pipeline. At the line's Marine Terminal in Valdez, the oil is received, metered, and loaded aboard tankers for the journey to U.S. refineries. The entire pipeline can be monitored and operated from the Operations Control Center at the Terminal.

Most outstanding features of the pipeline — excluding the Terminal, which is far to the south — will be visible as you drive along the James Dalton Highway.

Enjoy your trip!



Points of Interest



MP 0

The James Dalton Highway begins approximately four miles beyond the small community of Livengood. The terrain for the next several miles is heavily forested, with rolling hills. The pipeline is periodically visible near the road, where the line is elevated in areas of ice-rich permafrost.

MP 56

The Yukon River Bridge. Costing more than \$30 million to construct, this bridge is 2,290 feet long and 30 feet wide. Built in 1974 and 1975, it was first opened to the public in 1979. The pipeline is supported along the east side of the bridge. The Alaska State Legislature in 1982 named this E.L. Patton Yukon River Bridge. Mr. Patton was President of the pipeline company during design and construction of the pipeline. The bridge was built by the State of Alaska, with the pipeline builders sharing the cost.

A pipeline information sign and a monument to Mr. Patton are on the north bank of the river here.

MP 110

A view is possible from here of the Kanuti River Valley, a traditional wintering ground for migratory

arctic caribou. The valley offers relative shelter from winter winds, and sufficient graze.

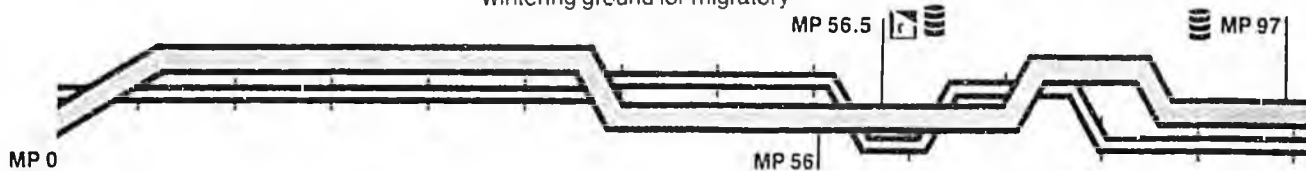
MP 115.3

Latitude 66° 33'—the Arctic Circle. Campground facilities located here.

MP 135.1

Pump Station 5. This is the first pipeline facility north of the Yukon River. Strictly speaking, however, it is not a pump station at all. Unlike other pump stations, PS 5 is a "drain-down," or pressure relief station only. At present, with the pipeline's average daily throughput at about 2.0 million barrels, PS 5 is not needed to move oil through the line, so no pumps have been installed here. The facility is necessary at this location to relieve pressure in the pipeline if it should be shut down. If this happens, some of the oil in the line is temporarily diverted to relief tanks at the station, and reinjected when the pipeline is started up again.

A communications tower is visible above the facility. This microwave tower represents the heart of the communications system that links pump stations with the Operations



Control Center at the Marine Terminal. The system of microwave towers generally parallels the pipeline route, and is backed up by a satellite communications network. Pump stations are not open to the public.

MP 145.6

From this point, when visibility is good, you may be able to see the Brooks Mountain Range. Named in 1925 for Alfred Hulse Brooks, Chief Geologist with the U.S. Geological Survey from 1903 to 1924, the Brooks Range is part of the Rocky Mountain system.

MP 156.4

The South Fort of the Koyukuk River. The pipeline crosses the river on a plate-girder bridge. The final link-up of the North Slope Haul Road took place here on September 29, 1974, completing the first road to the Arctic coast. A few hundred construction workers and dignitaries attended ceremonies here to celebrate completion of the road.

The lower reaches of the Koyukuk River were explored between 1842 and 1884 by Lt. Zagoskin of the Imperial Russian Navy; and in 1885, Lt. Henry Tureman Allen of the U.S. Army explored the entire river.

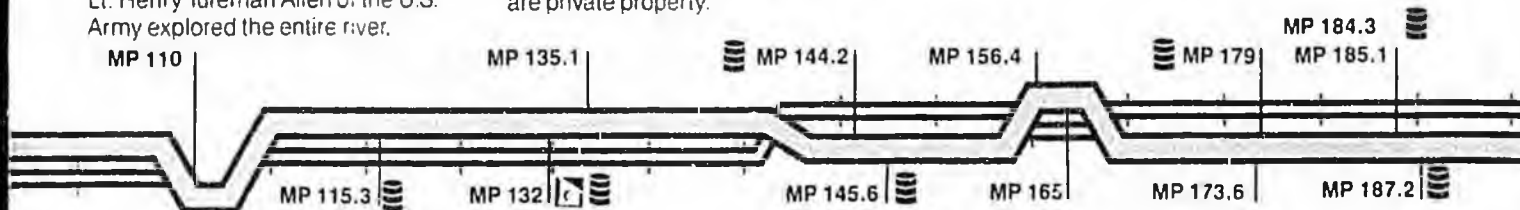
MP 173.6

The turnoff to Coldfoot. There was once a flourishing mining camp at the mouth of Slate Creek, on the east bank of the Middle Fork of the Koyukuk River. Legend has it that Coldfoot—originally named after the creek—received its present name in 1900, when gold stampeder came this far north, got cold feet, and turned back. The town's old cemetery still remains, mute witness to a colorful period long past. Diesel fuel and gasoline are available, as are meals, lodging, showers, telephone, auto repair and towing service.

You are now in the Brooks Range. The road offers breathtaking scenery—and keep watch for wildlife, especially mountain sheep, on the hillsides.

MP 185.1

The historic town of Wiseman can be seen to the west, across the Koyukuk River. When gold was discovered on Nolan and Wiseman Creeks near here in 1911, many miners migrated from Coldfoot and elsewhere. A few residents still live in Wiseman all year, and others come for the summer. Gold is still mined in the area. All buildings in Wiseman are private property.



MP 206.6

To the east, you can see two impressive granite monoliths from here—Wiehl and Sukakpak Mountains. There is also a view of Atigun Pass from this point. Construction of the pipeline took on some unusual—and challenging— aspects in the pass. Because of the double problem of avalanche danger and potentially thaw-unstable soil, a special insulated burial mode had to be used.

Here the Highway crosses the Dietrich River, which flows south 35 miles to join the Bettles River, forming the Middle Fork of the Koyukuk.

MP 210

You are now at the base of the Chandalar Shelf. The source of the Chandalar River, which extends into Canada, is near here. The word "Chandalar" is believed to have derived from the French "gens de large," meaning, literally, "people at large," without a home—in other words, wanderers or nomads. The description may have been used by French-Canadian trappers to describe an aboriginal people living along the lower reaches of the river, in Canada. Later, apparently, the phrase's corrupted form became the name of the river itself.

MP 214

State of Alaska checkpoint, manned 24 hours.

MP 246.3

The Continental Divide. Elevation 4,739 feet. Small streams—some the origins of great rivers—flow north or south from this divide, depending on the location of their highest sources in relation to the spine of the mountain range. To the east, you'll see a fine example of a cirque—an amphitheater-shaped bowl or depression, formed by eons of glaciation and erosion. This is the summit of Atigun Pass, highest point along the pipeline route. Many of the peaks visible from here are more than 7,000 feet high. There are spectacular geological formations nearby, especially to the east of the road, where you can see the folded and faulted sedimentary rock of an ancient, eroded seabed of the Paleozoic Era—some three million years old.

MP 268.6

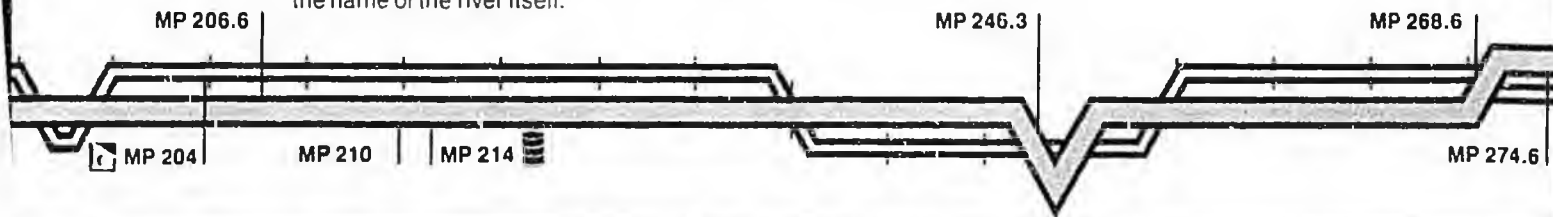
Pump Station 4, which is visible from here, has the highest elevation of all the pipeline pump stations—2,760 feet. The aircraft-type turbine engines which drive the mainline

pumps are fueled by natural gas, transported via small-diameter pipeline from the Prudhoe Bay field. Each mainline pump, powered by these 19,000-horsepower engines, can move 800,000 barrels of oil per day.

MP 274.6

Galbraith Lake. The lake was named in 1951 for Bart Galbraith, a bush pilot who was lost while flying in this region. Archeological digs were conducted in the vicinity prior to pipeline construction by the University of Alaska, under contract to the pipeline company, to preserve historical materials. Hundreds of artifacts have been recovered from early Eskimo hunting camps. Every foot of the pipeline route was checked for the presence of artifacts, and approximately 330 sites were actually excavated.

As you travel along the pipeline route, you'll see both gate and check valves on the line. Check valves are designed to close automatically, should the line be shut down for any reason. Most of the gate valves can be closed by radio signal from the Control Center at the Marine Terminal. The valves control the flow of



oil in the line, and limit the amount of oil that might be spilled in the event of a break in the pipeline.

MP 309

The broad plateau stretching ahead of you slopes gently downward about 125 miles to the Arctic Ocean, and is called the North Slope. The name was scarcely known beyond the immediate vicinity before the dramatic discovery of oil at Prudhoe Bay in 1968, but since has become almost a generic term applied to the area of arctic oil development in general.

To the east of the Highway is the Sagavanirktok River, which flows north to the Arctic Ocean. This is a good example of a "braided" river, which spreads across a wide bed in many twisting, diverging, and rejoining channels. Such rivers may flood in the spring at breakup, when snows melt in the mountains, and move enormous amounts of gravel within the confines of their broad flood plains.

The Sagavanirktok supports several varieties of fish, including grayling and arctic char. It's interesting to note that grayling spawn only in streams entering the Sagavanirktok from the west, while arctic char spawn only in streams

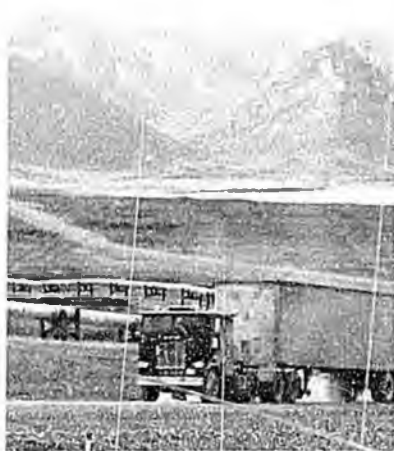


entering the river from the east. This phenomenon was discovered in the course of fisheries studies conducted in the area under contract to the pipeline company. The purpose of these studies was to develop construction timing and techniques that would avoid damage to the fish stocks. Both grayling and arctic char spend winters in the larger, deeper channels of the Sagavanirktok, where they find enough oxygen to survive during the long months the river is frozen.

MP 313.1

Pump Station 3. For all the complexity of its operation, a typical pump station like this one usually houses no more than 25 people. The crews work 12 hours a day, seven days a week, with every other week off. The work is hard, so the living quarters are comfortable, the food is excellent, and the pay is good.

Here the Highway generally follows the route of the pipeline, which is now in above-ground mode.



MP 360

Where roads pass under the pipeline, "gates," or portals of steel pipe, have been erected spanning the road and on either side of the pipe. These are called "headache bars." The steel crosspieces at the top are just slightly lower in height than the pipeline, and are designed to serve as a warning to the drivers of large vehicles that might strike and damage the line.

MP 361

Pump Station 2. This is the only mobile pump station on the pipeline route—that is, it can be moved from one site to another, should the need

arise. Stations 1, 2, 3, 5, and 6 are in permafrost areas. To maintain the stability of the permanently-frozen soil, the ground under most pump station buildings is refrigerated. Coils of pipe for circulating a brine solution are buried in gravel beneath mats of plastic foam insulation, to keep the soil frozen and stable. Pump stations are not open to the public.

MP 378.6

To the west is a good example of one of the many small hills, called pingos, which are visible on the North Slope. Pingos are "frost heaves," and may develop from the beds of evaporated lakes that have been covered with vegetation. Frost raises their surfaces from a few feet to several hundred feet above the surrounding terrain. Native hunters used pingos to overlook the countryside for game.

On the way to Prudhoe, the Highway crosses many rivers and streams. In wintertime, an interesting phenomenon called "aufeis" may develop in these areas. If a river freezes solid while water continues to flow from its source, the water is often forced to the surface of the ice. This water also freezes layer upon layer, in sheets, forming auleis.

Aufeis can reach depths of 30 feet,

and can spread over many square miles.

MP 387

To the east are Franklin Bluffs, rising to an elevation of 830 feet. The Bluffs, located on the east bank of the Sagavanirktok River about 30 miles from Prudhoe Bay, were named after Sir John Franklin of the British Royal Navy, an early explorer in the area.

MP 415

The end of the James Dalton Highway. A system of roads beyond this point accommodates traffic to Pump Station 1 of the pipeline, and to structures associated with production of oil from the fields here. There is a visitors information pavilion just outside Pump Station 1, near Milepost 0 of the pipeline. The waters of Prudhoe Bay and the coast of the Arctic Ocean are about seven miles north.

Prudhoe Bay was named by Sir John Franklin in 1828, apparently in honor of Algernon Percy, also of the Royal Navy, who had served with Franklin in other remote regions of the world. Percy was, at that time, first Baron Prudhoe. Prudhoe is a small town in the County of Northumberland, in eastern England.

MP 361
MP 360

MP 378.6

MP 387

MP 415

A drive over the James Dalton Highway affords many views of the trans Alaska pipeline, and in this booklet we have attempted to explain in general terms some of the features which are apparent.

For additional information, you may write to:

Public Relations Department
Alyeska Pipeline Service Company
1835 South Bragaw St.
Anchorage, AK 99512



SENATE COMMITTEE REPORT

DATE: January 17, 1990

FURTHER: Finance

DATE TURNED INTO OFFICE: _____

State Affairs Committee considered SENATE BILL NO. 366

An Act relating to the Dalton Highway.

and recommended:

- replace with _____ CS SB 366
- or adopt _____ CS _____
- attached amendment(s)
- _____ letter of intent adopted

- same title
- new title
- technical title change (HB only)

- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

ATTACHES NEW FISCAL NOTE(S):

fiscal note(s) Dept/Date: Pub. Safety/2-9-90
Public Safety/1-31-90
DOT/2-12-90

zero fiscal note(s) _____

appropriation-no fiscal note _____

APPROVES PREVIOUS:

fiscal note(s) Dept/Date: D.O.T / 1-17-90

zero fiscal note(s) _____

Governor's bill w/fiscal note _____

SIGNING DO PASS:

Jan Fuchs

OTHER RECOMMENDATIONS:

Al Adams - DO NOT PASS

Tim Kelly - No Rec

Pat Fawcett do pass

Chair: Signature and Recommendation

FIRST COMMITTEE OF REFERRAL

DATE: January 8, 1990

FURTHER: State Affairs
Finance

Date of 5-Day Notice: 1/11/90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 1/16/90

Transportation Committee considered

SENATE BILL NO. 366

"An Act relating to the Dalton Highway."

and recommended:

- replace with _____ CS _____ same title
- attached amendment(s) new title
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

fiscal note(s) DOT PF 1/8
DPS 1/12

zero fiscal note(s) _____

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Not touched with further wildlife protections
[Signature]
[Signature]

[Signature]
Chair: Signature and Recommendation

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



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

907-465-3712

Senate State Affairs Committee

MEMORANDUM

TO: Senate State Affairs Committee Members

FROM: Senator Pat Pourchot

RE: Monday, February 12 Committee Hearing

DATE: February 9, 1990

On Monday, February 12 at 1:30 p.m. in the Beltz Room the Senate State Affairs Committee will hear the following bills:
SB 366, An Act relating to the Dalton Highway. Please find attached a draft State Affairs Committee Substitute for SB 366. This bill is scheduled for final committee action at Monday's hearing. The changes made to SB 366 in the CS are:

A FINDINGS, PURPOSE AND INTENT section has been added. The language in this section responds to concerns expressed by both the public and committee members on preserving subsistence lifestyles, protecting fish and wildlife resources, encouraging safe passage by travelers and discouraging strip development. Section 1 provides guidance to the departments and agencies involved in monitoring, regulatory and enforcement activities in the Dalton Highway Corridor.

The Department of Public Safety/ Troopers and Fish and Wildlife Protection have provided a new fiscal note (see attached, dated 2-9-90) which reflects a change in the Communications section showing a \$250,000 decrease in the Capital request and a \$60,000 increase in the operating request.

*SJR 67. Relating to the federal moratorium on military construction projects. The moratorium is imposed on new military construction through April 30, 1990. SJR 67 requests the Department of Defense include in its definition of "urgent requirements", Alaska's short construction season and delay in receiving construction materials. Senator Faiks introduced this bill at the request of the Associated General Contractors of Alaska.

*SJR 66. Requesting the issuance of a United States commemorative postage stamp to mark the 250th anniversary of Vitus Bering's voyage of discovery and the opening of Alaska to European contact. SJR 66 was introduced by Senator Kerttula at the request of the Anchorage Philatelic Society. It requests that the stamp be issued in 1991 jointly with stamps from Denmark and the Union of Soviet Socialist Republics.

*Indicates first Senate State Affairs hearing

STATE AFFAIRS:
1. Added all of
Section 1

Passed

6-0586H

~~2~~ 2-12-90

Original sponsor(s): SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE

BY THE STATE AFFAIRS COMMITTEE

2 CS FOR SENATE BILL NO. 366 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH 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. FINDINGS, PURPOSE, AND INTENT. (a) The legislature finds

9 (1) the northern portion of the Dalton Highway possesses unique
10 scenic and recreational resources of high public value;

11 (2) significant wildlife and fishery resources are present along
12 the Dalton Highway and represent important resources to highway users for
13 viewing and to local residents for subsistence;

14 (3) current levels of public law enforcement services along the
15 Dalton Highway are not sufficient to cope with increased use of the highway
16 to ensure the safety of users of the highway, or to protect fish and wild-
17 life resources;

18 (4) future facilities, both private and public, along the high-
19 way should be permitted and constructed only in accordance with land use
20 plans in order to prevent adverse effects on the scenic, recreational, or
21 fish and wildlife values of the highway corridor.

22 (b) It is the purpose of this Act to

23 (1) permit public use of a publicly owned and maintained high-
24 way; and

25 (2) increase and enhance tourism along the Dalton Highway.

26 (c) It is the intent of the legislature that

27 (1) the opening of the Dalton Highway not adversely affect local
28 fish and wildlife resources;

29 (2) rigorous monitoring, enforcement, and regulations be

1 implemented to protect fish and wildlife resources along the highway corri-
2 dor;

3 (3) future developments in the highway corridor be restricted to
4 nodes of development of facilities and services along the highway;

5 (4) if land along the highway corridor is transferred to the
6 state, such land should not be disposed of, or subject to lease, by the
7 state except as provided by a land use plan prepared by the state.

8 * Sec. 2. AS 19.40.110 is amended to read:

CLARIFIED AT DNR REQUEST (removed the word regional)

9 Sec. 19.40.110. PUBLIC USE OF [A PORTION OF] THE HIGHWAY. The
10 department shall maintain the [SECTION OF THE] highway [BETWEEN THE
11 YUKON RIVER AND DIETRICH CAMP] and shall keep [THAT SECTION OF] the
12 highway open to use by the public [BETWEEN JUNE 1 AND SEPTEMBER 1 EACH
13 YEAR].

14 * Sec. 3. AS 19.40.290(2) is amended to read:

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

6-0586H
Utermohle
2/8/90

Original Sponsor(s): SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE

BY THE STATE AFFAIRS COMMITTEE

2 CS FOR SENATE BILL NO. 366 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH 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. FINDINGS, PURPOSE, AND INTENT. (a) The legislature finds

9 (1) the northern portion of the Dalton Highway possesses unique
10 scenic and recreational resources of high public value;

11 (2) significant wildlife and fishery resources are present along
12 the Dalton Highway and represent important resources to highway users for
13 viewing and to local residents for subsistence;

14 (3) current facilities, ^{+skate services} along the Dalton Highway are not suffi-
15 cient to cope with increased use of the highway or to promote the safety or
16 enjoyment of users of the highway;

17 (4) future facilities, both private and public, along the high-
18 way should be permitted and constructed only in accordance with strict land
19 use plans in order to prevent unsightly or unnecessary developments from
20 affecting the scenic, recreational, or fish and wildlife values of the
21 highway corridor.

22 (b) It is the purpose of this Act to

23 (1) permit public use of a publicly owned and maintained high-
24 way; and

25 (2) increase and enhance tourism along the Dalton Highway.

26 (c) It is the intent of the legislature that

27 (1) the opening of the Dalton Highway not adversely affect local
28 fish and wildlife resources;

29 (2) rigorous monitoring, enforcement, and regulations be

1 implemented to protect fish and wildlife resources along the highway corri-
2 dor;

3 (3) future developments in the highway corridor be consistent
4 with current land use plans proposing nodal development of facilities and
5 services along the highway;

6 (4) if land along the highway corridor is transferred to the
7 state, such land should not be disposed of ^{or subject to lease or permit} by the state except as provided
8 by a regional land use plan prepared by the state.

9 * Sec. 2. AS 19.40.110 is amended to read:

10 Sec. 19.40.110. PUBLIC USE OF [A PORTION OF] THE HIGHWAY. The
11 department shall maintain the [SECTION OF THE] highway [BETWEEN THE
12 YUKON RIVER AND DIETRICH CAMP] and shall keep [THAT SECTION OF] the
13 highway open to use by the public [BETWEEN JUNE 1 AND SEPTEMBER 1 EACH
14 YEAR].

15 * Sec. 3. AS 19.40.290(2) is amended to read:

16 (2) "highway" means the secondary highway from the Yukon
17 River to a terminus near the Arctic Ocean.
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6-0586H
Utermohle
2/8/90

Original Sponsor(s): SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE BY THE STATE AFFAIRS COMMITTEE

2 CS FOR SENATE BILL NO. 366 (State Affairs)

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14 YEAR].

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17 River to a terminus near the Arctic Ocean.

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling



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

907-465-3712

Senate State Affairs Committee

MEMORANDUM

TO: Senate State Affairs Committee Members
FROM: Senator Pat Pourchot
RE: Monday, February 12 Committee Hearing
DATE: February 9, 1990

On Monday, February 12 at 1:30 p.m. in the Beltz Room the Senate State Affairs Committee will hear the following bills:

SB 366. An Act relating to the Dalton Highway. Please find attached a draft State Affairs Committee Substitute for SB 366. This bill is scheduled for final committee action at Monday's hearing. The changes made to SB 366 in the CS are:

A FINDINGS, PURPOSE AND INTENT section has been added. The language in this section responds to concerns expressed by both the public and committee members on preserving subsistence lifestyles, protecting fish and wildlife resources, encouraging safe passage by travelers and discouraging strip development. Section 1 provides guidance to the departments and agencies involved in monitoring, regulatory and enforcement activities in the Dalton Highway Corridor.

The Department of Public Safety/ Troopers and Fish and Wildlife Protection have provided a new fiscal note (see attached, dated 2-9-90) which reflects a change in the Communications section showing a \$250,000 decrease in the Capital request and a \$60,000 increase in the operating request.

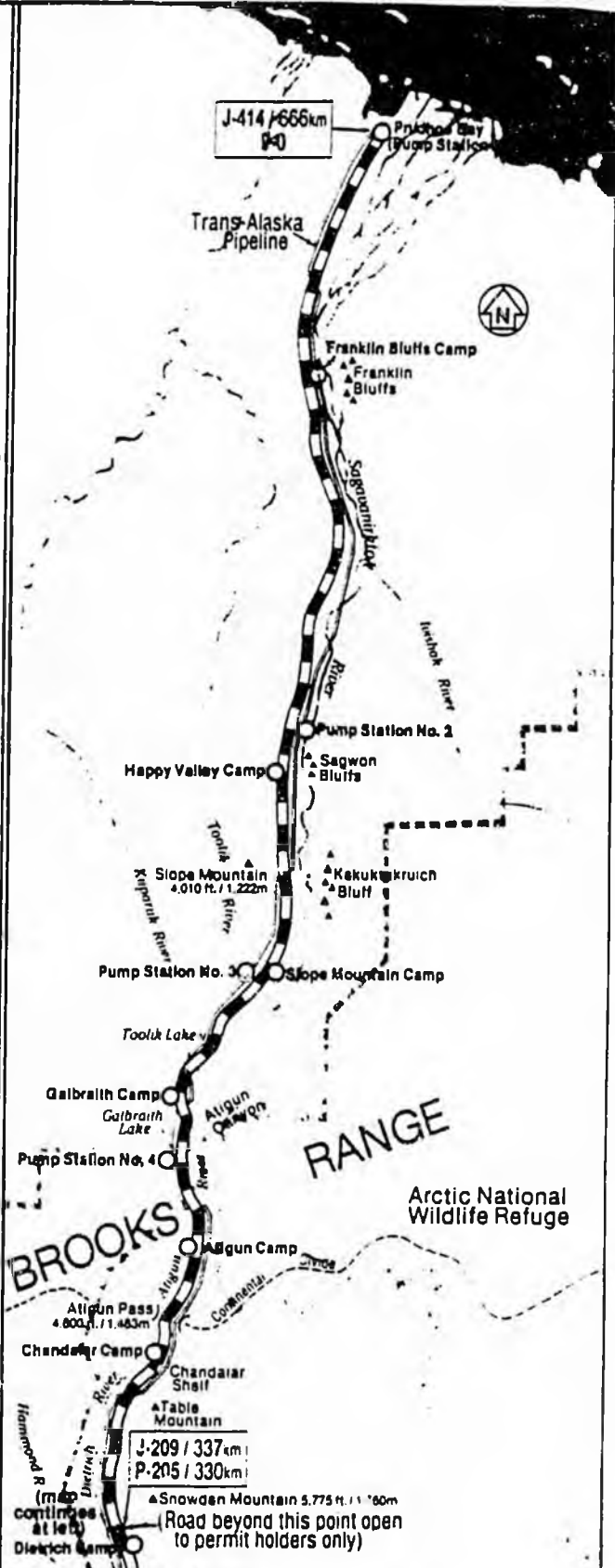
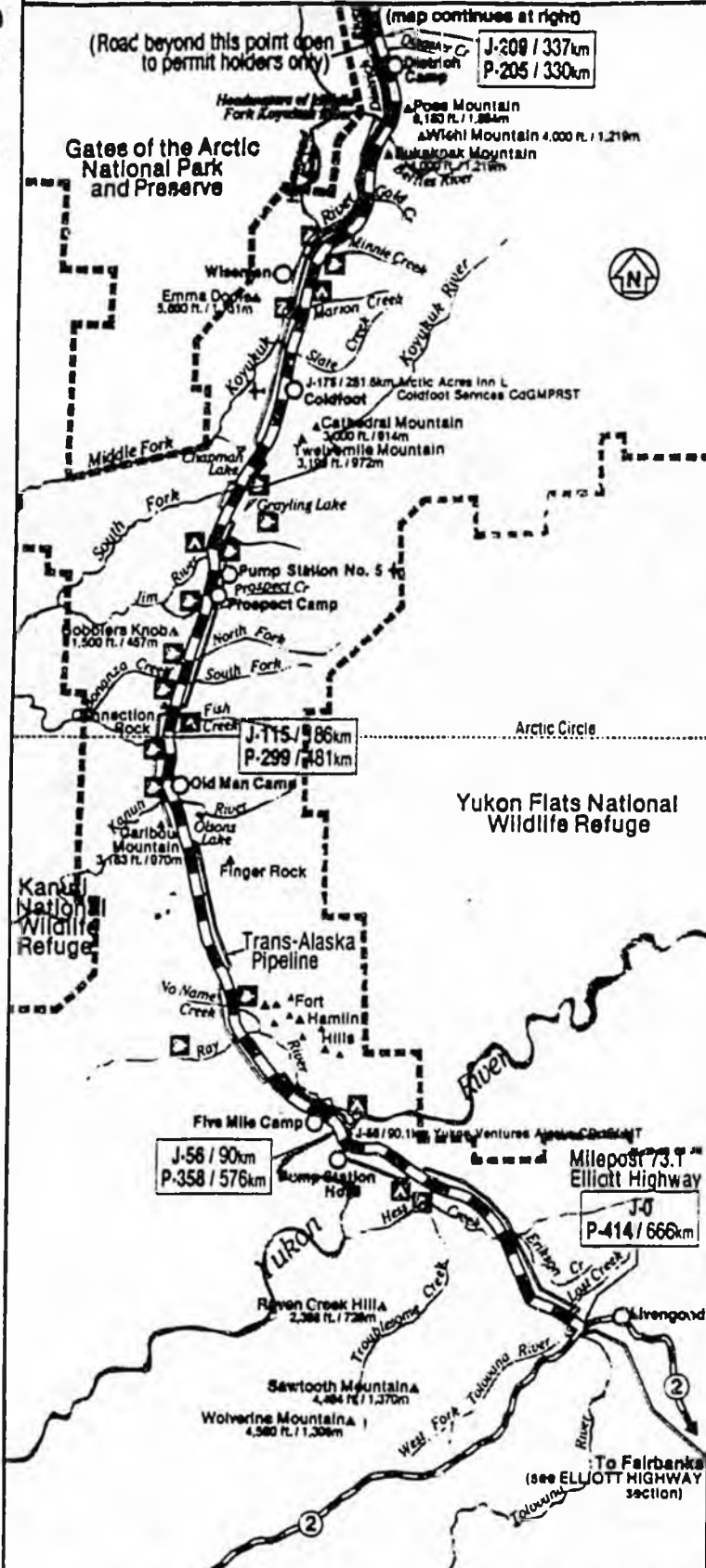
*SJR 67. Relating to the federal moratorium on military construction projects. The moratorium is imposed on new military construction through April 30, 1990. SJR 67 requests the Department of Defense include in its definition of "urgent requirements", Alaska's short construction season and delay in receiving construction materials. Senator Faiks introduced this bill at the request of the Associated General Contractors of Alaska.

*SJR 66. Requesting the issuance of a United States commemorative postage stamp to mark the 250th anniversary of Vitus Bering's voyage of discovery and the opening of Alaska to European contact. SJR 66 was introduced by Senator Kerttula at the request of the Anchorage Philatelic Society. It requests that the stamp be issued in 1991 jointly with stamps from Denmark and the Union of Soviet Socialist Republics.

*Indicates first Senate State Affairs hearing

Dalton Highway Milepost F 73.1 Elliott Highway to Prudhoe Bay, AK

D. Highway



To Manley Hot Springs (see ELLIOTT HIGHWAY section)

Principal Route		Key to Advertiser Services	
		C Camping	D Dump Station
Other Roads		d Diesel	D Gas (req. and)
		l Ice	L Lodging
Ferry Routes		M Maps	P Propane
		R Car Repair (major)	r Car Repair (minor)
Hiking Trails		S Stores (grocery)	T Telephone (pay)

Scale	
Key to mileage boxes	
Map Location	
J-Junction P-Prudhoe Bay	



(map continues at left)
Road beyond this point open to permit holders only

(Road beyond this point open to permit holders only)

J-209 / 337km
P-205 / 330km

J-414 / 666km
P-0

J-115 / 186km
P-299 / 481km

J-56 / 90km
P-358 / 576km

J-0
P-414 / 666km

J-209 / 337km
P-205 / 330km

To Fairbanks (see ELLIOTT HIGHWAY section)

(map continues at left)
Road beyond this point open to permit holders only

Teleconference:
one line only,
DNR/Anchorage

SB 366.txt

Monday, February 12

SB 366, Senator Frank's bill, Dalton Highway

Attention: Senator Kelly will be leaving the hearing at 2:00 pm!

Ron Swanson

NOTIFIED; * available for questions

*DOT/PF

*Fish and Game: Bruce Denniford

*Public Safety: Captain McCoy

*DNR: Ron Swanson, will be on line from Anchorage DNR office.

COMMITTEE PACKETS CONTAIN:

SB 366

Work Draft for CS SB 366

Fiscal notes: Public Safety: Revised and previous

DOT/PF

Fish and Game

DOAdmin: NEW, received today

COPIES OF THE FOLLOWING AVAILABLE AT HEARING, IF REQUESTED;

Map of Dalton Highway

Fish and Game Bill Analysis

Statutes

Extra copies of CS work draft.

NOTES;

1. See amendment on left front pocket. Re: changes nodal development to nodes of development.

2. DNR wants to amend the wording on Page 2 c.4 (Lines 6-9). They want to change from "regional land use plan" to "site specific" plan. They are also concerned that this bill could be interpreted to restrict all uses, including oil and gas until such time as the plan is developed. I requested they get proposed amendment to us prior to hearing but as of 12:30 pm. today, no such luck.

3. Department of Administration sent over a new fiscal ^{note} today. I will hand out at meeting.



STATE OF ALASKA
OFFICE OF THE GOVERNOR

BILL ANALYSIS

DEPARTMENT Fish and Game	DIVISION Wildlife Conservation	BILL NUMBER SB 366	SPONSOR Senator Frank
SHORT TITLE OF BILL An Act Relating to the Dalton Highway			
DEPARTMENT POSITION Neutral			
PREPARED BY Bruce Dinneford	DATE 1/29/90	COMMISSIONER'S SIGNATURE <i>Admiral G. P. Kelly</i>	DATE 1/31/90

SUMMARY

OTHER AGENCIES AFFECTED BY BILL DOTPF & DPS	CONSTITUENT GROUP(S) AFFECTED BY BILL All citizens of Alaska
ORGANIZATIONAL SUPPORT FOR BILL	ORGANIZATIONAL OPPOSITION TO BILL

FISCAL IMPACT: NONE FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

Opening the Dalton Highway for public use will affect the Department of Fish and Game and may affect wildlife management in Game Management Unit (GMU) 26B. At present the road is closed to the public north of Disaster Creek except for commercial purposes. Some hunters ignore the road closure at the seasonally operated (1 July--30 September) check station at Chandalar Camp and travel on to hunt in GMU 26B. The number of hunters doing this

ANALYSIS OF BILL/PROGRAM EFFECTS

Unless effective enforcement of existing laws and regulations can be ensured, the Department of Fish and Game has two important concerns relative to opening the highway. First, the illegal use of off-road vehicles can be expected to increase. Off-road vehicle use will cause habitat damage in this sensitive environment where ice-rich soils and permafrost near the ground surface are common. Increased soil erosion and water pollution could occur. Additional monitoring and law enforcement will be required by the Department of Fish and Game, and Public Safety. The Division of Wildlife Conservation would need additional funds to monitor hunters and use of off-road vehicles during late summer and fall. Second, the wildlife resources in the area will likely receive increased use by hunters. It may be necessary for the Board of Game to pass more restrictive big game hunting regulations. Additional wildlife surveys would be necessary to provide more accurate information to the Board of Game on the status of big game popula-

AMENDMENTS PROPOSED

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS.

Background/Legislative Intent cont.

increases each year. If the road is opened, the number of hunters who travel on to GMU 26B will increase even more rapidly. The number of guides/outfitters operating in the area should not increase because these individuals can already obtain permits to use the road.

Current statutes prohibit hunting with firearms within five miles of the Dalton Highway north of the Yukon River (AS 16.05.789) and regulations prohibit hunting for moose within two miles of the highway in GMU 26B. Furthermore, regulation (5 AAC 92.530) allows only the hunting of big game and small game by bow and arrow only. Also AS 19.40.210 prohibits use of off-road vehicles within five miles of the highway for hunting. These laws and regulations would provide adequate protection to wildlife resources in the area, but the Division of Fish and Wildlife Protection has only one officer in Coldfoot to enforce hunting regulations and other laws. To date, enforcement has not been effective in preventing violations.

Analysis of Bill/Program Effects cont.

tions in order for the board to make more informed decisions. The funding needed for those surveys is not reflected in the fiscal note.

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.

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	33.6	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. 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			<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>					
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											

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													

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					
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 a leased housing space of approximately \$24,000 per year, assuming that it is available.

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

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						
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 *M. 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

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	\$84,000

3. Operating Costs

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

FISCAL NOTE

REQUEST:

Revision Date: _____
 Title: An Act Relating to the
Dalton Highway
 Sponsor: Frank
 Requestor: Senate State Affairs

Agency Affected: Fish and Game
 BRU: Wildlife Conservation
 Components: Wildlife Conservation

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	9.9	10.4	10.9	11.4	11.9	12.4
TRAVEL	2.0	2.0	2.2	2.2	2.4	2.4
CONTRACTUAL						
SUPPLIES	3.0	3.0	3.0	3.0	3.0	3.0
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	14.9	15.4	16.1	16.6	17.3	17.8

CAPITAL						
---------	--	--	--	--	--	--

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	14.9	15.4	16.1	16.6	17.3	17.8
FEDERAL FUNDS						
OTHER						
TOTAL	14.9	15.4	16.1	16.6	17.3	17.8

POSITIONS:

FULL-TIME						
PART-TIME	1	1	1	1	1	1
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

A Fish and Wildlife Technician III will be hired for 3 months to monitor hunting activities & assist with enforcement of regulations, especially relating to off-road vehicle use. No FY 90 costs.

Prepared by: W. Bruce Dinneford
 Division: Wildlife Conservation

Phone: 465-4190
 Date: 1-29-90

Approved by Commissioner: *Donna H. Wiley*
 Agency: ADF & G

Date: Jan 31, 1990

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

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An Act Relating to the Dalton Highway
Sponsor: Senator Steve Frank
Requestor: Senate State Affairs

Agency Affected: Administration
BRU: Information Services
Components: Telecommunications

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY91	FY92	FY93	FY94	FY95	FY96
PERSONAL SERVICES	58.5	58.5	58.5	58.5	58.5	58.5
TRAVEL	5.0	5.0	5.0	5.0	5.0	5.0
CONTRACTUAL	84.6	84.6	84.6	84.6	84.6	84.6
SUPPLIES	5.0	5.0	5.0	5.0	5.0	5.0
EQUIPMENT	50.0	10.0	10.0	10.0	15.0	15.0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	203.1	163.1	163.1	163.1	168.1	168.1

CAPITAL	1250.0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
<u>OTHER</u>	1453.1	163.1	163.1	163.1	168.1	168.1
TOTAL	1453.1	163.1	163.1	163.1	168.1	168.1

POSITIONS:

FULL-TIME	1	1	1	1	1	1
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS : (Attach a separate page if necessary)

FY 90 - No fiscal impact anticipated, the majority of the work to be performed in regards to construction of communication facilities could not begin until after summer thaw (July 1990). Estimates in this fiscal note are for two-way communication services required by the departments of Public Safety and Transportation and Public Facilities. It is assumed these services would be funded by Interagency Receipts from those departments. See attached.

Prepared by: Paul Monette, Director
Division: Information Services

Phone: .465-2220
Date: 02/12/90

Approved by Commissioner: Frank S. Baxter
Agency: Administration 2/12/90

Date: 02/12/90

Distribution (by preparer) :

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

Department of Administration (DOA)
Division of Information Services

SB 366 - - FISCAL NOTE

An Act Relating to the Dalton Highway

SB 366 opens the Dalton Highway to public use. The following fiscal impact shows costs for providing two-way radio communications along the highway for the Department of Transportation and Public Facilities maintenance vehicles and the Department of Public Safety Troopers. It is assumed these services would be funded by Interagency Receipts from the Department of Public Safety and/or the Department of Transportation and Public Facilities. Other departments and agencies could use the facilities if provided with mobile communications equipment. On going operating expenses in relation to this bill are outlined below. One-time capital expenses are shown on page 3 and 4.

I. OPERATING

Personal Services

Necessary additional personnel for maintenance of the Dalton Highway communication system is one Electronic Technician WGII, 52B, based in Fairbanks. Personnel costs, based on FY91 rates per PACS, would be \$58.5 annually. Although the bill opens the road only in the summer months, experience indicates that year-round system maintenance will be required.

Travel

Travel expenditures for DOA maintenance technicians are for per diem based on current rates per LTC contract @ 90.00/day for 56 days for 8 wks in travel status. Transportation will primarily be via state owned vehicle provided for in 73000. Total cost for travel would be \$5.0 annually.

Contractual

15.0 is allowed for DOA maintenance technician helicopter transportation to 20 remote communications sites 9.6 is allowed for a full size pick-up truck from DOT State Equipment Fleet per FY91 rates. 60.0 annually for satellite lease costs. Total contractual cost would be 84.6 annually.

Supplies

5.0 is allowed for miscellaneous DOA technician supplies and minor electronic repair/maintenance annually.

Equipment

50.0 FY91 is for initial DOA purchase of test equipment to maintain two-way radio equipment. Subsequent years (FY 92 - FY 94) would be @ 10.0 annually, and 15.0 (FY 95 and FY 96) to upgrade and replace radio equipment at the end of useful life.

II. CAPITAL

1.25 million capital appropriation will fund a system that will consist of a combination of leased satellite and terrestrial microwave services and two-way radio repeaters linked to an earth station which will link this repeater system to Fairbanks. The system is intended to provide adequate two-way communication coverage to the Dalton Highway for the Alaska State Troopers and the Department of Transportation and Public Facilities maintenance vehicles. The present system is inadequate, expensive to maintain and not dependable, particularly in the winter. The system will have the capability for expansion to economically accommodate totally separate channels for other agencies.

The system design would permit future installation of emergency call boxes on some sections of the highway at a cost of approximately \$20,000 each. Some additional study would be required to totally explore the feasibility of year-round operation of the emergency call boxes.

Personnel

100.0 is necessary for DOA personnel to provide engineering drawings and install the Dalton Highway communication system.

Travel

15.0 travel expenditures are for site surveys by DOA engineers per diem and travel, based on roughly 25 round trips from Anchorage to Fairbanks. Transportation to sites will be via state-owned vehicle.

Contractual

325.0 is allowed DOA for subcontracted labor necessary for tower installation, including preparation of concrete pads for sites, as well as for helicopter transportation to remote communication sites.

Parts

25.0 is for DOA initial purchase of miscellaneous technician supplies and minor electronic parts.

Equipment

785.0 is for DOA initial purchase of equipment required for remote communications sites, such as radios, antenna, batteries, tower support structures, etc..

Position Title Electronic Technician		No. of Positions 1	Range/Step 52 B	Barg. Unit ITC
Time Status PFT	Staff Months 12	Location Fairbanks		Election District 20
		Justification		
Type of Expenditure		Amount		
1	2	3		
Salary 3.3/month	39.6/yr			
Benefits	15.3/yr			
Premium Pay	0			
Other Subsistence @ 10.00/day	3.6			
Total Personal Services		58.5		
Travel		5.0		
Contractual		24.6		
Commodities		5.0		
Equipment		50.0		
Other				
Total Cost				
Funding Source for Total Cost				
Federal Receipts	1002			
G. F. Match	1003			
General Fund	1004	143.1		
I-A Receipts	1006			
CIP Receipts	1061			
Other				

This position would provide modification, maintenance and repair of electronic communications equipment for State agencies. This includes communications systems for 2-way radios.

**Request For
New Position**

Agency Administration
 BRU Division of Information Services
 Component Telecommunications

Page 5 of 5
 Revised Date

FY 91

Introduced: 1/8/90
Referred: Transportation, State Affairs
and Finance

6-0586E

BY SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE

2

SENATE BILL NO. 366

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH 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 19.40.110 is amended to read:

9 Sec. 19.40.110. PUBLIC USE OF [A PORTION OF] THE HIGHWAY. The
10 department shall maintain the [SECTION OF THE] highway [BETWEEN THE
11 YUKON RIVER AND DIETRICH CAMP] and shall keep [THAT SECTION OF] the
12 highway open to use by the public [BETWEEN JUNE 1 AND SEPTEMBER 1 EACH
13 YEAR].

14 * Sec. 2. AS 19.40.290(2) is amended to read:

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

STATE OF ALASKA
1990 LEGISLATIVE SESSION
REQUEST:

BILL VERSION: SE 366
PUBLISH DATE: 1/17/90 (a)

FISCAL NOTE

Revision Date:
Title: An Act Relating to the Dalton Highway
Sponsor: Frank
Requestor: Frank

Agency Affected: DOT&PF
BRU: Northern Region Interior M&O
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	12.0	12.0	12.0	12.0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	20.0	20.0	20.0	0	0	0
SUPPLIES	0	0	0	20.0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	32.0	32.0	32.0	32.0	0	0
CAPITAL	92.0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	124.0	32.0	32.0	32.0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	124.0	32.0	32.0	32.0	0	0

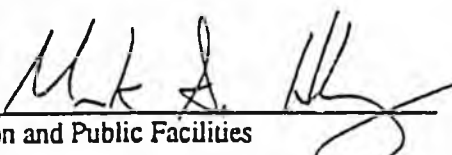
POSITIONS:

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

ANALYSIS: See Attached.

Prepared by: Paul Prusak
Division: Northern Region Planning

Phone: 474-2427
Date: 1/12/90

Approved by Commissioner: 
Agency: Department of Transportation and Public Facilities

Date: 1/15/90

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

FISCAL NOTE BACKUP
SB-366

1/12/90

1. Assumptions

Four wayside facilities are needed with vault toilets and litter barrels; two of these facilities should include campsites. Locations, construction and maintenance would have to be coordinated by DNR and BLM. Due to the remote location, litter barrel maintenance would likely fall on DOT&PF.

2. Capital Costs

Two Campsite Facilities	\$33,000
Four Vault Toilets	52,000
Information Signs	2,000
Bear Proof Litter Barrels	<u>4,000</u>
TOTAL	\$92,000

3. Operating Costs

Personal Services:	\$12,000
New Costs: Campsite/Litter Barrel Maintenance	
Contractual Services:	\$20,000
New Costs: Toilet Maintenance	

TOTAL IMPACT \$32,000

These figures indicate an annual maintenance cost of \$32,000 for new roadside facilities. The contractual cost for seasonal operation of the Dietrich Checkpoint was \$20,000 in 1987 and increased to \$44,000 in 1989. However, direct funding was not provided for the checkpoint operation and the cost was absorbed by the Dalton Highway operating budget. Therefore, closing the checkpoint does not represent a net savings.

4. Note: Also see the attached Fiscal Note prepared in February, 1988 for HB-115. Conditions and assumptions noted above are slightly different.

FISCAL NOTE

REQUEST:

Revision Date: 2/9/90 Agency Affected: Public Safety
 Title: Dalton Highway Maintenance
and Access BRU: Alaska State Troopers and
Fish and Wildlife Protection
 Sponsor: Senator Frank Component: Detachments (AST) and
 Requestor: Senate State Affairs Enforcement (FWP)

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	324.4	324.4	324.4	324.4	324.4	324.4
TRAVEL	8.0	8.0	8.0	8.0	8.0	8.0
CONTRACTUAL	345.1	265.1	265.1	265.1	270.1	270.1
SUPPLIES	12.0	4.0	4.0	4.0	4.0	4.0
EQUIPMENT	234.1	-0-	-0-	-0-	-0-	-0-
LAND & STRUCTURES	-0-	-0-	-0-	-0-	-0-	-0-
GRANTS, CLAIMS	-0-	-0-	-0-	-0-	-0-	-0-
MISCELLANEOUS	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL OPERATING	923.6	601.5	601.5	601.5	606.5	606.5

CAPITAL	1,830.0	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

GENERAL FUND	2,753.6	601.5	601.5	601.5	606.5	606.5
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER/PROG RCPT	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	2,753.6	601.5	601.5	601.5	606.5	606.5

POSITIONS:

FULL-TIME	4	4	4	4	4	4
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

See attached information.

Prepared by: Francis C. Allan
 Division: Administrative Services
 Approved by Commissioner: D.A.H. English
 Agency: Department of Public Safety

Phone: 269-5691
 Date: 1/29/90
 Date: 2-9-90
 Page 1 of 8

Memo
2/9/90

With the Dalton Highway open throughout the entire year for public travel, a full range of law enforcement services must be provided. Increased activity is projected for both Alaska State Trooper enforcement patrol and investigation to provide for accident response, highway patrol, criminal investigation, and search and rescue services. Fish and Wildlife Protection is projecting an increase in Fish and Game violations which will require additional enforcement. The majority of enforcement will be along the highway corridor. Search and rescue and wildlife enforcement will require off-highway activity.

Four additional State Trooper positions (3 AST and 1 FWP) will be needed to provide adequate enforcement. One trooper will be assigned to Prudhoe, two at Coldfoot, and one at Seven Mile.

Summarized below are personal services and related operating costs for each location for the first year only:

	2 X Trp. (AST&FWP) Coldfoot	1 X Trp. (AST) at Prudhoe	1 X Trp. (AST) at 7 Mile	Helicopter Patrol	Dept. of Admin. Communic.	FY 91 Total
Personal Services	162.2	81.1	81.1	-0-	-0-	324.4
Travel	4.0	2.0	2.0	-0-	-0-	8.0
Contractual	74.8	34.4	24.4	8.4	203.1	345.1
Supplies	6.0	3.0	3.0	-0-	-0-	12.0
Equipment	<u>177.1</u>	<u>28.5</u>	<u>28.5</u>	<u>-0-</u>	<u>-0-</u>	<u>234.1</u>
TOTAL	<u>424.1</u>	<u>149.0</u>	<u>139.0</u>	<u>8.4</u>	<u>203.1</u>	<u>923.6</u>

PERSONAL SERVICES

Four full-time trooper positions.

TRAVEL

Required per mandatory training needs.

CONTRACTUAL

For expenses related to utilities, vehicle and aircraft operation and maintenance, personnel training, contracted housing in Prudhoe, and personnel support costs.

SUPPLIES

Office supplies and miscellaneous enforcement needs, personnel uniforms, vehicle accessories.

EQUIPMENT

Four 4x4 wheel drive vehicles with necessary communications and medical equipment. One single engine aircraft with wheels, skis (FWP). Two snowmachines on trailers (AST & FWP).

HELICOPTER PATROL (Fairbanks)

Funding for six additional Dalton Highway patrol assignments from the Fairbanks Post for both Alaska State Troopers and Fish and Wildlife Protection Enforcement.

SINGLE ENGINE AIRCRAFT

To be assigned to Coldfoot for Fish and Wildlife Enforcement and Search and Rescue operations. An FWP aircraft hangar is already in place at Coldfoot.

CAPITAL BUDGET - Employee Housing

A duplex housing unit will be needed in Coldfoot for the two new positions. The new unit will be constructed next to the FWP unit now there. The construction cost for the duplex has been estimated by the Department of Transportation and Public Facilities at \$580,000. DOT/PF contact is Betsy Engle, Director of Northern Region Design and Construction, 451-2272.

COMMUNICATIONS

In order to provide for the timely notification of citizens in need of public assistance a communications system will need to be established along the Dalton Highway. Cost estimates provided by Paul Monette, Department of Administration, Division of Information Services, 465-2220, are as follows:

Capital Budget: \$1,250.0

Operating Expenses:	FY 91	\$203.1
	FY 92, 93, 94	163.1
	FY 95, 96	168.1

The \$1.25 million capital appropriation will fund a system that will consist of a combination of leased satellite and terrestrial microwave services and two-way radio equipment. The design will provide a system of public safety radio repeaters linked to an earth station which will link this repeater system to Fairbanks. The system will be expandable to economically accommodate totally separate channels for other agencies.

The system is intended to provide communications to State agencies in maintaining and patrolling the Dalton Highway. The system design would permit

future installation of emergency call boxes on some sections of the highway at a cost of approximately \$20,000 each. Some additional study would be required to totally explore the feasibility of year-round operation of the emergency call boxes.

MULTIPLE RESCUE OPERATIONS

This fiscal note does not address response to a major accident such as one involving a tour bus for example. The cost that would be associated with maintaining a rescue capability to deal with such a catastrophe is clearly prohibitive. In such an event, the Department of Public Safety would require substantial assistance from the private sector and/or the military.

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24
Justification				
Type of Expenditure		Amount		
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		24.4		
Commodities		3.0		
Equipment		28.5		
Other				
Total Cost		139.0		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	139.0		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. Another equipment item needed is a snow machine to provide transportation for search and rescue and other off-road operations. \$10.0 is included for training costs for a new Trooper to fill this position. All other costs are average Trooper costs and are based upon experience.

Additionally, no housing currently exists in Coldfoot and a unit will be needed to be constructed in Coldfoot. This will be a duplex to house this position and the FWP Trooper.

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
BRU Alaska State Troopers
COMPONENT Detachments

Page 5 of 8
Revised Date

FY 91

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Prudhoe		Election District 24
Justification				
Type of Expenditure		Amount		
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		34.4		
Commodities		3.0		
Equipment		28.5		
Other				
Total Cost		149.0		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	149.0		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. \$10.0 is included for training costs for a new Trooper to fill this new position.

Housing for this Trooper would be contracted at the Prudhoe site.

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

Page 6 of 8
 Revised Date

FY 91

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0	Location Seven Mile		Election District 24	
Type of Expenditure		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 (158P) 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, including \$10.0 for training of a new Trooper.</p>			
Amount					
1	2				3
Salary*	59,195				////////////////////
Benefits*	21,934				////////////////////
Premium Pay (Included in Above)	////////////////////				////////////////////
Other	////////////////////				////////////////////
Total Personal Services	////////////////////				81.1
Travel					2.0
Contractual					24.4
Commodities					3.0
Equipment					28.5
Other					
Total Cost					139.0
Funding Source for Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004	139.0			
Program Receipts/GF	1005				
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS.					

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

Page 7 of 8
 Revised Date

FY 91

Position Title FWP State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24
Type of Expenditure		Justification		
1	2	3		
Salary*	59,195	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 (156R) 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, including \$10.0 for training a new Trooper. Another item of equipment needed by this FWP Trooper is a snow machine to allow for off-road patrol to enforce game regulations.		
Benefits*	21,934	One single-engine aircraft and its operation of approximately 300 hours is included with this position. The aircraft will be used for highway patrol, off-highway enforcement of game laws, search and rescue missions, and emergency evacuations.		
Premium Pay (Included in Above)	//////			
Other	//////			
Total Personal Services	//////	81.1		
Travel		2.0		
Contractual		50.4		
Commodities		3.0		
Equipment		148.6		
Other				
Total Lost		285.1		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	285.1		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Fish & Wildlife Protection
 COMPONENT Enforcement & ISU

Page 8 of 8
 Revised Date

FY 91

FISCAL NOTE

REQUEST:

Revision Date: 1/30/90 Agency Affected: Public Safety
 Title: Dalton Highway Maintenance
and Access BRU: Alaska State Troopers and
Fish and Wildlife Protection
 Sponsor: Senator Frank Component: Detachments (AST) and
 Requestor: Senate State Affairs Enforcement (FWP)

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	324.4	324.4	324.4	324.4	324.4	324.4
TRAVEL	8.0	8.0	8.0	8.0	8.0	8.0
CONTRACTUAL	285.1	205.1	205.1	205.1	210.1	210.1
SUPPLIES	12.0	4.0	4.0	4.0	4.0	4.0
EQUIPMENT	234.1	-0-	-0-	-0-	-0-	-0-
LAND & STRUCTURES	-0-	-0-	-0-	-0-	-0-	-0-
GRANTS, CLAIMS	-0-	-0-	-0-	-0-	-0-	-0-
MISCELLANEOUS	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL OPERATING	863.6	541.5	541.5	541.5	546.5	546.5

CAPITAL	2,080.0	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

GENERAL FUND	2,943.6	541.5	541.5	541.5	546.5	546.5
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER/PROG RCPT	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	2,943.6	541.5	541.5	541.5	546.5	546.5

POSITIONS:

FULL-TIME	4	4	4	4	4	4
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

See attached information.

Prepared by: Francis C. Allan
 Division: Administrative Services

Phone: 269-5691
 Date: 1/29/90

Approved by Commissioner: Arthur English
 Agency: Department of Public Safety

Date: 1-29-90
 Page 1 of 7

Handwritten initials and date:
 1/30/90

Department of Public Safety
 Fiscal Note Analysis, continued
 SB 366, Dalton Highway Maintenance & Access
 Page 2 of 7

With the Dalton Highway open throughout the entire year for public travel, a full range of law enforcement services must be provided. Increased activity is projected for both Alaska State Trooper enforcement patrol and investigation to provide for accident response, highway patrol, criminal investigation, and search and rescue services. Fish and Wildlife Protection is projecting an increase in Fish and Game violations which will require additional enforcement. The majority of enforcement will be along the highway corridor. Search and rescue and wildlife enforcement will require off-highway activity.

Four additional State Trooper positions (3 AST and 1 FWP) will be needed to provide adequate enforcement. One trooper will be assigned to Prudhoe, two at Coldfoot, and one at Seven Mile.

Summarized below are personal services and related operating costs for each location for the first year only:

	<u>2 X Trp. (AST&FWP) Coldfoot</u>	<u>1 X Trp. (AST) at Prudhoe</u>	<u>1 X Trp. (AST) at 7 Mile</u>	<u>Helo Patrol</u>	<u>Dept. of Admin. Communic.</u>	<u>FY 91 Total</u>
Personal Services	162.2	81.1	81.1	-0-	-0-	324.4
Travel	4.0	2.0	2.0	-0-	-0-	8.0
Contractual	74.8	34.4	24.4	8.4	143.1	285.1
Supplies	6.0	3.0	3.0	-0-	-0-	12.0
Equipment	<u>177.1</u>	<u>28.5</u>	<u>28.5</u>	<u>-0-</u>	<u>-0-</u>	<u>234.1</u>
TOTAL	<u>424.1</u>	<u>149.0</u>	<u>139.0</u>	<u>8.4</u>	<u>143.1</u>	<u>863.6</u>

PERSONAL SERVICES

Four full-time trooper positions.

TRAVEL

Required per mandatory training needs.

CONTRACTUAL

For expenses related to utilities, vehicle and aircraft operation and maintenance, personnel training, contracted housing in Prudhoe, and personnel support costs.

SUPPLIES

Office supplies and miscellaneous enforcement needs, personnel uniforms, vehicle accessories.

EQUIPMENT

Four 4x4 wheel drive vehicles with necessary communications and medical equipment. One single engine aircraft with wheels, skis (FWP). Two snowmachines on trailers (AST & FWP).

HELICOPTER PATROL (Fairbanks)

Funding for six additional Dalton Highway patrol assignments from the Fairbanks Post for both Alaska State Troopers and Fish and Wildlife Protection Enforcement.

SINGLE ENGINE AIRCRAFT

To be assigned to Coldfoot for Fish and Wildlife Enforcement and Search and Rescue operations. An FWP aircraft hangar is already in place at Coldfoot.

CAPITAL BUDGET - Employee Housing

A duplex housing unit will be needed in Coldfoot for the two new positions. The new unit will be constructed next to the FWP unit now there. The construction cost for the duplex has been estimated by the Department of Transportation and Public Facilities at \$580,000. DOT/PF contact is Betsy Engle, Director of Northern Region Design and Construction, 451-2272.

COMMUNICATIONS

In order to provide for the timely notification of citizens in need of public assistance a communications system will need to be established along the Dalton Highway. Cost estimates provided by Paul Monette, Department of Administration, Division of Information Services, 465-2220, are as follows:

Capital Budget: \$1,500.0

Operating Expenses:	FY 91	\$143.1
	FY 92, 93, 94	103.1
	FY 95, 96	108.1

MULTIPLE RESCUE OPERATIONS

This fiscal note does not address response to a major accident such as one involving a tour bus for example. The cost that would be associated with maintaining a rescue capability to deal with such a catastrophe is clearly prohibitive. In such an event, the Department of Public Safety would require substantial assistance from the private sector and/or the military.

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24	
Type of Expenditure		Justification			
Amount		<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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. Another equipment item needed is a snow machine to provide transportation for search and rescue and other off-road operations. \$10.0 is included for training costs for a new Trooper to fill this position. All other costs are average Trooper costs and are based upon experience.</p> <p>Additionally, no housing currently exists in Coldfoot and a unit will be needed to be constructed in Coldfoot. This will be a duplex to house this position and the FWP Trooper.</p>			
1	2				3
Salary*	59,195				////////////////////
Benefits*	21,934				////////////////////
Premium Pay (Included in Above)	////////////////////				////////////////////
Other	////////////////////				////////////////////
Total Personal Services	////////////////////				81.1
Travel					2.0
Contractual					24.4
Commodities					3.0
Equipment					28.5
Other					
Total Cost					139.0
Funding Source for Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004	139.0			
Program Receipts/GF	1005				
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS.					

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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 Revised Date

FY 91

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0	Location Prudhoe		Election District 24	
Type of Expenditure		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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. \$10.0 is included for training costs for a new Trooper to fill this new position.</p> <p>Housing for this Trooper would be contracted at the Prudhoe site.</p>			
Amount					
1	2				3
Salary*	59,195				////////////////////
Benefits*	21,934				////////////////////
Premium Pay (Included in Above)	////////////////////				////////////////////
Other	////////////////////				////////////////////
Total Personal Services	////////////////////				81.1
Travel					2.0
Contractual					34.4
Commodities					3.0
Equipment					28.5
Other					
Total Cost					149.0
Funding Source for Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004	149.0			
Program Receipts/GF	1005				
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS.					

REQUEST FOR
NEW POSITION

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 BRU Alaska State Troopers
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FY 91

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0	Location Seven Mile		Election District 24	
Type of Expenditure		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 (158P) 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, including \$10.0 for training of a new Trooper.</p>			
Amount					
1	2				3
Salary*	59,195				////////////////////
Benefits*	21,934				////////////////////
Premium Pay (Included in Above)	////////////////////				////////////////////
Other	////////////////////				////////////////////
Total Personal Services	////////////////////				81.1
Travel					2.0
Contractual					24.4
Commodities					3.0
Equipment					28.5
Other					
Total Cost					139.0
Funding Source for Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004	139.0			
Program Receipts/GF	1005				
I-A Receipts	1007				
CIP Receipts	1061				
Other					
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NEW POSITION**

AGENCY Department of Public Safety
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Position Title FWP State Trooper		Nc. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24
Justification				
Type of Expenditure			Amount	
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		50.4		
Commodities		3.0		
Equipment		148.6		
Other				
Total Cost		285.1		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	285.1		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				
<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 (156R) 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, including \$10.0 for training a new Trooper. Another item of equipment needed by this FWP Trooper is a snow machine to allow for off-road patrol to enforce gaming regulations.</p> <p>One single-engine aircraft and its operation of approximately 300 hours is included with this position. The aircraft will be used for highway patrol, off-highway enforcement of game laws, search and rescue missions, and emergency evacuations.</p>				

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 BRU Alaska State Troopers
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FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Dalton Highway Maintenance
and Access
Sponsor: Senator Frank, etc.
Requestor: Senate Transportation

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

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	243.3	243.3	243.3	243.3	243.3	243.3
TRAVEL	6.0	6.0	6.0	6.0	6.0	6.0
CONTRACTUAL	91.0	91.0	91.0	91.0	91.0	91.0
SUPPLIES	9.9	9.9	9.9	9.9	9.9	9.9
EQUIPMENT	77.4	-0-	-0-	-0-	-0-	-0-
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	427.6	350.2	350.2	350.2	350.2	350.2

CAPITAL	322.0	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

GENERAL FUND	749.6	350.2	350.2	350.2	350.2	350.2
FEDERAL FUNDS						
OTHER/PROG RCPT						
TOTAL	749.6	350.2	350.2	350.2	350.2	350.2

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

(See attached.)

Prepared by: Francis C. Allan
Division: Alaska State Troopers
Approved by Commissioner: F.A.H. English
Agency: Department of Public Safety

Phone: 269-5691
Date: 01/12/90
Date: 1-12-90
Page 1 of 5

11/2/90

CONTINUATION OF FISCAL NOTE ANALYSIS

Department of Public Safety

SB 366, Dalton Highway Maintenance and Access

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, 1990. Further, FY 91 costs are based upon budgeted costs for FY 91 with no inflation included for future years.

<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	81.1	81.1	81.1		243.3
Travel	2.0	2.0	2.0		6.0
Contractual	13.4	37.4	37.4	2.8	91.0
Supplies	3.3	3.3	3.3		9.9
Equipment	<u>25.8</u>	<u>25.8</u>	<u>25.8</u>		<u>77.4</u>
Total	<u>125.6</u>	<u>149.6</u>	<u>149.6</u>	<u>2.8</u>	<u>427.6</u>

(1) - Helicopter costs include two additional trips up and down the highway, fueling at Coldfoot and Prudhoe Bay (contract). This is expected to involve seven hours on each trip @ \$200 per hour.

Capital Budget

There is no housing available in Coldfoot. 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.

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
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 4 x 4 vehicle (152 nd) 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.				
Additionally, no housing currently exists in Coldfoot and a unit would need to be constructed with CIP funds.				
Type of Expenditure		Amount		
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		13.4		
Commodities		3.3		
Equipment		25.8		
Other				
Total Cost		125.5		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	125.6		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

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NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
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Position Title State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Prudhoe Bay		Election District 22
Type of Expenditure		Justification:		
1	2	Amount		
Salary*	59,195	////////////////////////////////////		
Benefits*	21,934	////////////////////////////////////		
Premium Pay (Included in Above)		////////////////////////////////////		
Other		////////////////////////////////////		
Total Personal Services		//////////////////////////////////// 81.1		
Travel		2.0		
Contractual		37.4		
Commodities		3.3		
Equipment		25.8		
Other				
Total Cost		149.6		
Funding Source for Total Cost		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 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.		
Federal Receipts	1002	Contractual costs include housing and office space at a cost of \$2,000 per month, which is based upon previous AST experience in Prudhoe Bay and assumes space availability.		
G.F. Match	1003			
General Fund	1004	149.6		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

**REQUEST FOR
NEW POSITION**

AGENCY Department of Public Safety
 BRU Alaska State Troopers
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Position Title State Trooper			No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0		Location Prudhoe Bay	Election District 22		
Type of Expenditure			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 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>Contractual costs include housing and office space at a cost of \$2,000 per month, which is based upon previous AST experience in Prudhoe Bay and assumes space availability.</p>			
1		2				3
Salary*		59,195				////////////////////
Benefits*		21,934				////////////////////
Premium Pay (Included in Above)		////////////////////				////////////////////
Other		////////////////////				////////////////////
Total Personal Services		////////////////////				81.1
Travel						2.0
Contractual						37.4
Commodities						3.3
Equipment			25.8			
Other						
Total Cost			149.6			
Funding Source for Total Cost						
Federal Receipts		1002				
G.F. Match		1003				
General Fund		1004	149.6			
Program Receipts/GF		1005				
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CIP Receipts		1061				
Other						
* Personal Services Salary and Benefits Costs are from PACS.						

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AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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FY 91

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

P.O. BOX N
JUNEAU, ALASKA 99811-1200
PHONE: 465-4322

February 10, 1988

The Honorable Steve Frank
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Representative Frank:

During our last hearing, concern was expressed for the Fish and Wildlife Protection activities along the Dalton Highway. The following information was obtained from the Fish and Wildlife Protection Division relating to violations which occurred from January, 1987 to the present within the Dalton Highway corridor.

1. Carcasses found:	5
2. No hunting/fishing license:	2
3. Trapping:	2
4. Guiding:	1
5. Use of firearms within corridor:	9
6. Highway permits:	15

As you can see, our caseload for the corridor is quite low. The Coldfoot trooper, however, now has the added responsibility of covering Bettles, as well as other area villages. Since this is a remote post, the Fish and Wildlife Protection Trooper's duties also include the "blue shirt" activities.

With the closing of our Bettles post and transferring the aircraft and officer to Coldfoot, we now have the ability to conduct aircraft patrol throughout the area with either a Supercub or a Cessna 185. In those instances where it appears off-the-road violations have occurred, we will have the ability to better cover the area by using our aircraft. This does give us limited enforcement profile, however, it also increases the area that we can cover with limited manpower.

As I mentioned during our meeting, if the Dalton Highway were to open, it would be necessary for us to station two

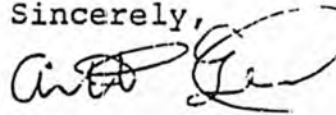
The Honorable Steve Frank

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February 10, 1988

additional employees at Prudhoe Bay, an AST "blue shirt," and another FWP "brown shirt." In addition, we will add another "blue shirt" to the Coldfoot post. With these personnel, our enforcement effort would be enhanced; however, we would still have a limited impact on the area.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arthur English".

Arthur English
Commissioner

STEVE COWPER, GOVERNOR

DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

P O BOX 3-2000
JUNEAU, ALASKA 99802-2000
PHONE: (907) 465-4100

February 18, 1988

The Honorable Steve Frank
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Representative Frank:

Circumstances relating to caribou hunting near the Dalton Highway north of the Yukon River have been somewhat confusing for a number of years. Some background may help put the matter in perspective.

As you know, public access has been constrained by statute (AS 19.40.100 and 19.40.110), and use of off-road vehicles within five miles on each side of the Dalton Highway right-of-way is prohibited except for access to mining claims (AS 19.40.210). However, because no penalty provision was included in the latter section, the prohibition on off-road or all-terrain vehicles (ORV/ATV) could not be enforced. Although these laws were in place, people were able to gain access to the northern portion of the Dalton Highway. Also because the ORV/ATV restriction was ineffective, a convention of use of these vehicles developed among people who were able to gain access to the northern Dalton Highway. Thus, public use of the highway and of ORV/ATVs for hunting purposes was only partly constrained.

This situation contributed to a rapid increase in caribou harvest from along the highway between 1982 and 1986. Seasons and bag limits for the Central Arctic Caribou Herd (CAH) during that period were designed to provide ample opportunity for use of caribou for food by local residents of Game Management Unit 26B (GMU 26B), and presumed that restrictions of Dalton Highway and ATV use effectively moderated hunting pressure from elsewhere. That was not the case, and in 1986 the department recommended and the Board of Game adopted a regulation reducing from five to two the number of caribou that could be transported out of GMU 26B. That regulation was in effect in 1986-87. Also, the administration in 1986 introduced a bill containing a

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penalty provision for off-road use of ATVs so that the law would be enforceable, but it did not pass.

In March 1987, the Department of Fish and Game proposed a regulation establishing a bag limit of five caribou for subsistence hunters, and one caribou for other hunters. This proposed regulation also expanded the area affected to include all of the principal range of the CAH. The Board of Game adopted this proposal as regulation, which became effective July 1, 1987. In addition, the board promulgated a regulation prohibiting the use of motorized vehicles, (except for licensed highway vehicles, aircraft, and motor boats) for hunting purposes within the Dalton Highway corridor. The net effect was to prohibit use of ORV/ATVs for hunting purposes.

These changes have affected total harvests of caribou as shown below.

Reported Harvest of Central Arctic Caribou Herd

<u>Year</u>	<u>Total</u>
1982-83	81
1983-84	170
1984-85	364
1985-86	662
1986-87	345
1987-88 (through 2/5/88)	181

We anticipate that the total harvest in 1987-88 will be below that of 1986-87. Although even at the highest harvest level, in 1985-86, there was no danger to the CAH's well-being, the trend was of concern, since a continued rapid increase in harvest levels could have stopped or reversed growth of the herd.

Under the present regulatory regime, hunting will not limit growth of the CAH. However, the more conservative seasons and bag limits and the enforceable regulation on use of ATVs in the Dalton Highway corridor for hunting, have reduced public hunting opportunities. Further experience with the current regulations may indicate in the future that some relaxation of restrictions may be warranted. Because the herd's welfare is also being studied in relation to oilfield development, it is important that hunting not constrain herd growth.

Some other difficulties with management of the CAH remain unresolved. First, Wiseman, located within the utility corridor, is a recognized subsistence community under federal law and is classified as rural under state law.

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Because of the prohibition on the use of firearms and ATVs, its residents are at a disadvantage in hunting in or near the corridor. Other residents of the corridor are also considered rural. This disadvantage is aggravated by the fact that nonlocals and nonresidents can hunt there with bows and arrows.

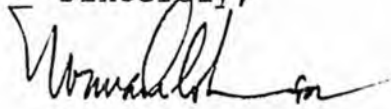
Second, because of the history of ATV use during the several years when an ATV use prohibition existed but was widely known as being unenforceable, a number of local people and other state residents now feel that they have been treated unfairly by the imposition of the regulation prohibiting ATV use for hunting in the corridor.

Public use of the entire Dalton Highway as an access route to northern hunting areas remains a subject of contention.

Given the current regulatory regime, the presence of Fish and Wildlife Protection staff and of our own staff in the area, and the apparent cooperation by most of the public with current regulations, we are confident of being able to ensure the well-being of the Central Arctic Caribou Herd and of other wildlife in the Dalton Highway area.

I will be glad to be of further assistance in any way that I can.

Sincerely,



Don W. Collinsworth
Commissioner

cc: L. Pamplin
D. Bishop

STEVE FRANK
DISTRICT K
SEAT A

119 N. Cushman, Rm. 213
Fairbanks, Alaska 99701

White in Juneau
P.O. Box V
Juneau, Alaska 99811
(907) 465-3709
Capitol Rm. 514

Alaska State Legislature



Senate

MEMORANDUM

MEMBER
Finance Committee
Resources Committee
Legislative Council
Special Committee on Banking &
Economic Development

VICE-CHAIR
Community & Regional
Affairs Committee

TO: Senate Transportation Committee
FROM: Senator Steve Frank
RE: Senate Bill 366 "An Act relating to the Dalton Highway."
DATE: January 16, 1990

SB 366 would open the James Dalton Highway (North Slope Haul Road) for public travel all the way to Prudhoe Bay.

The Dalton Highway is maintained by the Department of Transportation and Public Facilities (DOT/PF) with state general fund dollars. However, access past Disaster Creek is limited to those with a "commercial purpose." In my opinion, it is inappropriate for the average citizen to be denied the privilege of driving a road that they pay for, whether directly or indirectly.

This summer I participated in a DOT/PF sponsored trip up the Dalton Highway and I was impressed by the unique beauty of the land. There is a tremendous potential for tourism business that is just barely being tapped.

It has been over a decade since the road was turned over to the state. During that time the highway has been opened further and further and our experience has been good. I believe, concerns about the impact on the wildlife and the safety of the traveling public so far have not proven to be significant and those legitimate ones can be addressed.

The Cowper administration's Department of Transportation has been supportive of opening the highway and the other affected agencies have indicated that they can adequately handle the additional traffic and any impact on wildlife.

I think that it is time that we open this public road to the public. Thank you for your consideration

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

P.O. BOX N
JUNEAU, ALASKA 99811-1200
PHONE: 465-4322

February 10, 1988

The Honorable Steve Frank
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

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5. Use of firearms within corridor:	9
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As you can see, our caseload for the corridor is quite low. The Coldfoot trooper, however, now has the added responsibility of covering Bettles, as well as other area villages. Since this is a remote post, the Fish and Wildlife Protection Trooper's duties also include the "blue shirt" activities.

With the closing of our Bettles post and transferring the aircraft and officer to Coldfoot, we now have the ability to conduct aircraft patrol throughout the area with either a Supercub or a Cessna 185. In those instances where it appears off-the-road violations have occurred, we will have the ability to better cover the area by using our aircraft. This does give us limited enforcement profile, however, it also increases the area that we can cover with limited manpower.

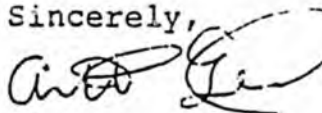
As I mentioned during our meeting, if the Dalton Highway were to open, it would be necessary for us to station two

The Honorable Steve Frank -2-

February 10, 1988

additional employees at Prudhoe Bay, an AST "blue shirt," and another FWP "brown shirt." In addition, we will add another "blue shirt" to the Coldfoot post. With these personnel, our enforcement effort would be enhanced; however, we would still have a limited impact on the area.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arthur English".

Arthur English
Commissioner

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

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

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

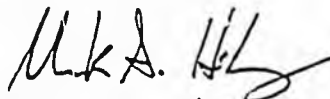
State efforts are continuing in terms of state selections within the Bureau of Land Management (BLM) Utility Corridor. I would recommend contacting DNR to ascertain any possible problems that might be posed by this proposal. (see Mike Pentold)

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 areas 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

1/29/90

blm.txt

Senator Pourchot/Staff summary of Bureau of Land Management (BLM) Proposed Resource Management Plan (PRMP) for the Utility Corridor.

The PRMP emphasizes a balance of resource uses with an emphasis on development of the recreational opportunities of the area. The management actions for the proposed plan outline a program of intensive management toward the development of these recreational opportunities while providing for energy transportation which is the Corridor's primary purpose. The plan was designed with the overriding assumption that energy transportation is the priority function of the corridor and that no actions should be interpreted as restricting the construction of new energy transportation systems within the Utility Corridor.

MAJOR PLANNING ISSUES AND PROPOSED MANAGEMENT ACTIONS;

MINERAL DEVELOPMENT; All lands would be opened to mineral location the the area designated as the "inner Corridor", the Jim River and Prospect Creek, the Nigu wilderness area, 8 mineral licks and the Kanuti River west of the inner corridor.

NODES; Development nodes would be defined for the Yukon Crossing, Coldfoot, Chandalar and Happy Valley.

LAND DISPOSALS, ACQUISITIONS AND OTHER REALTY ACTIONS; Lands identified to be made available for disposal include Corridor lands south of the Yukon River, the remainder of an east-west gas pipeline corridor adjacent to the Arctic National Wildlife Range and the Coldfoot Node. In addition the Prospect unit, the Coldfoot unit and the Sagavanirktok unit would be opened to selection, all other lands within the Utility Corridor would remain closed to selection.

RECREATION; The Utility Corridor would be managed with an emphasis on recreation. Recreational facilities in the Dalton Highway Recreation Management Area (roughly the lands visible from the highway) would be expanded. New waysides, campsites, trailheads and cabin sites would be identified and developed after completion of a Recreation Area Management plan. A mix of private investment in recreational facilities and federal government supported facilities would be pursued.

ACCESS; Lands within the Corridor at Prospect and Coldfoot that the state is interested in obtaining for access to adjacent state lands would be made available for state selection.

SUBSISTENCE; Alaska National Interest Lands Conservation Act evaluations would be completed for all discretionary actions as required by law.

WILDERNESS; No action would be permitted within the area established as a Wilderness Study Area that would impair the area's suitability for wilderness until Congress releases those lands. The "upper Nigu block" has been recommended for wilderness designation.

WILDLIFE; Nine areas would be identified as Areas of Critical Environmental Concern for special management attention to protect identified plant and/or wildlife values.

PUBLIC PARTICIPATION: COMMENTS AND RESPONSES:

BLM completed an extensive public process which involved federal, state and local agencies, conservation organizations, Native Alaskan organizations, the oil and gas industry, media and those who had expressed an interest. The following are specific BLM responses to public concerns:

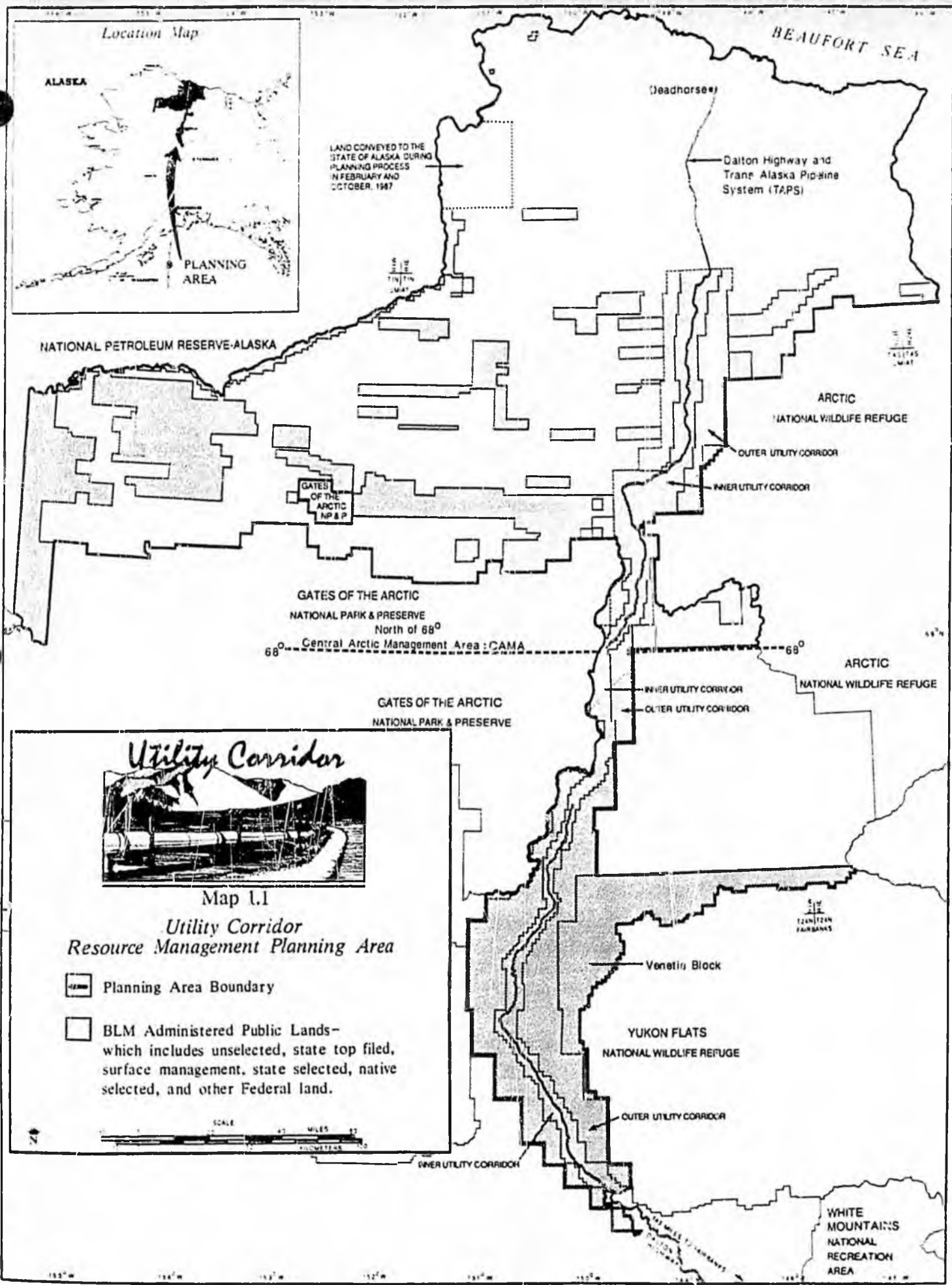
Access: Since additional access to park land adjacent to the corridor could alter current use of the parks and complicate management and visitor protection, development of access trails to adjacent federal lands will involve consultation with both the other managing agency and the state.

Areas of Critical Environmental Concern (ACEC): ACEC designation does not indicate a particular type of management for the area but instead highlight area where special management attention is needed to protect important historic, cultural and scenic values, fish or wildlife resources or other natural systems to to protect human life and safety from natural hazards.

Minerals: In keeping with the original intent of the Utility Corridor, mineral materials would be made available for the development of new, as well as the maintenance and repair of existing, energy transportation systems.

Off-Road Vehicles (ORVs): The state prohibits both ORV use and hunting with firearms within five miles of the Dalton Highway. BLM cannot predict if the state will remove its prohibition of recreational ORV use, however BLM proposes to allow recreational use of ORVs during the winter should the state remove restrictions. **Subsistence:** It was suggested that Allakaket/Alatna, Evansville and Stevens Village should be designated subsistence study areas to evaluate the impacts of mineral activities and sale or lease of lands.

Wildlife and Fisheries: BLM manages wildlife habitat, the state manages the wildlife populations. Prior to approving any disturbing activities to the habitat, an environmental analysis is required by BLM.



LAND CONVEYED TO THE STATE OF ALASKA DURING PLANNING PROCESS IN FEBRUARY AND OCTOBER, 1987

BEAUFORT SEA

(Deadhorse)

Dalton Highway and Trans-Alaska Pipeline System (TAPS)

NATIONAL PETROLEUM RESERVE-ALASKA

ARCTIC NATIONAL WILDLIFE REFUGE

OUTER UTILITY CORRIDOR

INNER UTILITY CORRIDOR

GATES OF THE ARCTIC NP & P

GATES OF THE ARCTIC NATIONAL PARK & PRESERVE North of 68°

68° Central Arctic Management Area :CAMA

ARCTIC NATIONAL WILDLIFE REFUGE

GATES OF THE ARCTIC NATIONAL PARK & PRESERVE

INNER UTILITY CORRIDOR

OUTER UTILITY CORRIDOR



Utility Corridor

Map 1.1

Utility Corridor Resource Management Planning Area

- Planning Area Boundary
- BLM Administered Public Lands— which includes unselected, state top filed, surface management, state selected, native selected, and other Federal land.



Ventris Block

YUKON FLATS NATIONAL WILDLIFE REFUGE

OUTER UTILITY CORRIDOR

WHITE MOUNTAINS NATIONAL RECREATION AREA

SIW TRANZITON FAIRBANKS



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
ALASKA STATE OFFICE
222 W. 7th Avenue, #13
ANCHORAGE, ALASKA 99513-7599



8344 (930)

JAN 29 1990

Senator Pat Pouchot
Pouch V
Capitol Building Room 504
Juneau, Alaska 99811

Dear Senator Pouchot:

As you requested, I am pleased to offer comments on the potential impact of Senate Bill 366 (opening of the Dalton Highway north of Disaster Creek) on Bureau of Land Management activities in the Utility Corridor. We have no specific objections to the opening of the Dalton Highway north of Disaster Creek to the general public.

In September 1989, we issued the Utility Corridor Proposed Resource Management Plan and Final Environmental Impact Statement. None of the proposed actions in the plan will become final until a Record of Decision is issued sometime in the near future. Copies of the proposed plan were widely distributed. Additional copies are available from my office.

The proposed plan recognizes the portions of the Dalton that are already open, as well as the potential for future openings north of Disaster Creek.

Aside from the primary purpose of the corridor remaining as a energy minerals transportation route, we anticipate that recreation and tourism will rapidly become the major land use within the corridor. Because of that potential becoming reality in a few short years, we are accelerating our recreation planning for the corridor. To this end, we anticipate having the Dalton Highway Recreation Area Management Plan substantially completed by the beginning of 1991.

Within the recreation strategy for the BLM lands in the corridor, the recreation plan will investigate site specific opportunities for facilities such as campgrounds, cabins, concessions and lodges, information/interpretive sites, trails and trailheads, ORV use, scenic viewpoints, and etc. This planning will involve close coordination with the State of Alaska to identify needs and priorities. Even with today's level of traffic on the highway, we are concerned about the general lack of facilities to meet the needs of the motoring public. We are also concerned about the interim protection of prehistoric and historic cultural sites until we have funding for proper management of the sites.

In light of the year 1992 being a celebration year of the 50th anniversary of the Alcan Highway opening, and the 125th anniversary of the purchase of Alaska from Russia, there will certainly be an influx of recreational vehicles and bus tours during 1991-1993. Our limited funding inhibits our ability to do basic planning and survey and design, let alone construction, in such a relatively short time. We are, however, entering into efforts with the State of Alaska to

seek alternatives for temporary facilities to accommodate the increased traffic. Of primary concern to us are sites for overnight parking, water, and sanitation facilities. Close coordination will be necessary to assure Off-Road Vehicle (ORV), subsistence, and public safety issues will be addressed.

I look forward to an outstanding partnership with the State of Alaska in the future management of the Utility Corridor and the Dalton Highway for the benefit of the citizens of Alaska and the nation. Please feel free to contact me if you have any questions.

Sincerely,





United States Department of the Interior

BUREAU OF LAND MANAGEMENT
ALASKA STATE OFFICE
222 W. 7th Avenue, #13
ANCHORAGE, ALASKA 99513-7599



January 31, 1990

Honorable Patrick Pourchot
P.O.Box V (MS 3100)
Juneau, AK 99811

Dear Mr. Pourchot:

We are proposing to formally nominate the Denali Highway, the Taylor Highway and the Dalton Highway as Scenic Byways. The attached publication on "Scenic Byways" explains the overall scenic byways program and lists a number of byways that have already been identified throughout the United States. On page 4-11 please note that two highways in Alaska (the Denali and Dalton highways) are listed as Scenic Byways, although they have never been formally recognized as such. In addition the Forest Service and the State have recognized the Seward Highway as a Scenic Byway.

A 1986 study for the President's Commission on Americans' Outdoors found that 43% of American adults identified driving for pleasure as a favorite leisure pursuit. Next to walking, driving for pleasure is Americans' most popular form of recreation. The scenic highways of America provide a great opportunity to help meet the demand for pleasure driving. Exploring or pleasure driving is one of the major uses of public lands administered by the Bureau of Land Management even though there is little information available to the general public concerning the scenic drives. The goals of the program within the BLM are:

1. Help meet the increasing demand for pleasure driving in back country environments;
2. Facilitate effective partnerships at the local, State, and National levels;
3. Contribute to local and regional economies through increased tourism;
4. Increase public awareness of the availability of outstanding recreation attractions on public lands;

5. Enhance the visitors recreation experience and communicate the multiple use management message through an effective wayside interpretive program;
6. Increase the visibility of BLM as a major supplier of outdoor recreation opportunities;
7. Manage the increased use created through the program to minimize impacts to the environment;
8. Contribute to the National Scenic Byway effort in a way that is uniquely suited to National public lands managed by BLM.

Herein lies a great opportunity to inform the public concerning the outstanding scenic drive opportunities that are available in Alaska and the rest of the nation.

We are proposing to go through the process to have the Dalton, Taylor and Denali highways formally recognized as "Scenic Byways". It has been our observation that there is very little cost to the State as the Federal agencies involved have been successful in obtaining funding and/or sponsors to purchase the signs and other incidental facilities associated with this program. Before moving ahead with that process we would appreciate your comments and suggestions concerning the formal identification of these three highways as "Scenic Byways". We are particularly concerned about those portions that pass through public lands administered by BLM, but would gladly work with other concerned agencies (Federal, State or Local) to insure that all of the appropriate parts of these highways are officially recognized. Our intent is to work in a cooperative manner with any person, agency, or company with these efforts, so that all of Alaska can benefit from these endeavors. Please return any comments or suggestions to this office by March 1, 1990.

We feel that by adding the Dalton, Taylor and Denali Highways to the Scenic Byways program the tourism industry and the visitors to Alaska will benefit greatly in the future.

Sincerely,



Lester K. Rosenkrance
Acting State Director

Sec. 16.05.780. Taking of antlerless moose prohibited. (a) The taking of antlerless moose in any game management unit or subunit or a portion of a unit or subunit is prohibited except that antlerless moose may be taken only under regulations adopted under (b) of this section after

(1) the department recommends the season be opened in that year, based on biological evidence, and

(2) a majority of active local advisory committees for that unit or subunit have recommended an opening for that year, after each has taken a vote and a majority of the members of those committees have voted in the affirmative.

(b) Pursuant to (a) of this section the board, in its regularly scheduled annual game board meeting, may adopt regulations for the taking of antlerless moose in any game management unit or subunit in any year. (§ 1 ch 113 SLA 1975)

Sec. 16.05.785. Failure to remove markers. If the Board of Fisheries by regulation uses department markers to establish waters closed to commercial fishing and the state fails to remove the old markers when new markers are posted to establish waters closed to commercial fishing, commercial fishing is expressly permitted in the waters between the new markers and the old markers until the old markers are removed. (§ 1 ch 70 SLA 1980)

Sec. 16.05.788. Examination fee. [Repealed, § 24 ch 32 SLA 1971.]

Sec. 16.05.789. Prohibition on hunting adjacent to highway between Yukon River and Arctic Ocean. (a) Hunting with firearms is prohibited north of the Yukon River in the area within five miles on either side of the highway between the Yukon River and the Arctic Ocean.

(b) A person who violates this section is guilty of a class A misdemeanor. (§ 2 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 16.05.785. Renumbered in 1980.

Legislative history reports. — On July 1, 1980, the attorney general advised the governor that the house and senate did not pass the same bill (SCS HB 207 am S (H. failed eff. date)), and the governor, acting on that advice, returned the bill to the house unsigned. For governor's transmittal letter, see 1980 House Journal, p. 2240, and 1980 Senate Journal, p.

1781. Legislative counsel advised that under art. II, §§ 17 and 18, Constitution of Alaska, the bill became law without the governor's signature, with an effective date of October 5, 1980. By judgment dated March 19, 1981, in Alaska Legislative Council v. Hammond, case no. 4FA-80-1689, the superior court for the fourth judicial district upheld the validity of the enactment of ch. 177, SLA 1980.

Secs. SLA 19

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Chapter 35. Relocation Assistance.

[Repealed, § 2 ch 41 SLA 1971.]

Chapter 40. James Dalton Highway.

Section	Section
10. Declaration of policy	100. Use of the highway by industrial or commercial traffic
15. Highway named	110. Public use of a portion of the highway
20. Contractual authority	120. Closure of the highway to traffic
30. Undertakings of contractors	200. Disposal of land or materials
40. Exemption	210. Prohibition of off-road vehicles
50. Highway width	290. Definitions
60. Conditions to be met	
65. Regulations and penalties	
70. Conflict with other laws	

Opinions of attorney general. — It is within the power of the Department of Transportation and Public Facilities under AS 19.05.040(11) to charge a toll for use of the James Dalton Highway. February 20, 1987 Op. Att'y Gen.

Sec. 19.40.010. Declaration of policy. (a) The legislature finds and declares that there is an immediate need for a public highway from the Yukon River to the Arctic Ocean and that this public highway should be constructed by the State of Alaska at this time because

(1) it will assist in the fulfillment of art. VIII, § 1, Constitution of the State of Alaska, in which it is provided that it is the policy of the state to encourage the settlement of its land and the development of its resources by making them available for maximum use consistent with the public interest;

(2) it will provide the first year-round, overland route from north of the Yukon River to the Arctic Ocean, and will consequently result in the completion of a highway from the Pacific Ocean to the Arctic Ocean;

(3) it is in conformity with the policy of 23 U.S.C. 101(b) (Federal-Aid Highway Act of 1956), in which it is declared to be in the national interest to accelerate the construction of certain highways which are of primary importance to the national defense;

(4) it will benefit local and interstate commerce because the area north of the Yukon River is rich in natural resources but is inaccessible at the present time because of the lack of roads and this inaccessibility prohibits the successful use of the natural resources of this area;

(5) it is consonant with art. VIII, § 2, Constitution of the State of Alaska, in which it is provided that the legislature shall provide for the utilization, development, and conservation of all natural resources belonging to the state, including land and water, for the maximum

benefit of its people, because the highway will benefit not only local and interstate commerce but will also augment the revenue of the state and result in conservation of natural resources, for example, by facilitating a system of forest fire suppression.

(b) It is the sense of the legislature that the construction of the highway will not impair the natural wilderness adjacent to the highway and will not unreasonably interfere with subsistence hunting, fishing, trapping, and gathering.

(c) It is the intent of the legislature that the state shall be reimbursed for the cost plus interest of constructing the public highway from the Yukon River to the Arctic Ocean.

(d) It is the intent of the legislature that employment of Alaska residents be encouraged and that the provisions of AS 36.10 be complied with. (§ 1 ch 231 SLA 1970)

Sec. 19.40.015. Highway named. The highway is named the James Dalton Highway. (§ 2 ch 10 SLA 1981)

Sec. 19.40.020. Contractual authority. (a) Subject to (b) of this section, the department may contract in accordance with AS 36.30 for the construction of a secondary highway from the Yukon River to the Arctic Ocean. The provisions of AS 36.10 govern in employment practices on all work authorized by this chapter.

(b) The authority granted under (a) of this section may not be exercised until the state enters into a contract with the participants in the Trans Alaska Pipeline System or other organization formed for the purpose of transporting oil by pipeline from the North Slope (that area of Alaska lying north of 68 degrees latitude). The contract shall provide for reimbursement to the state by the participants, jointly and severally, in the Trans Alaska Pipeline System or other organization formed for the purpose of transporting oil by pipeline, of the full amount of the highway's cost of construction plus interest on the state's expenditures at the rate of seven and one-half per cent per year. Complete reimbursement together with interest shall be made within five years from the date of the contract. The state may, with the agreement of the participants, elect to construct an oil pipeline from the North Slope. In that event, the provisions of this subsection requiring reimbursement do not apply.

(c) The contract with the participants must include additional terms and conditions that are in the best interests of the state. Any advance payments made under the contract shall be deposited in a special account which will be used for disbursements to the contractor charged with construction of the highway. Disbursements to the contractor shall be made on order of the commissioner of transportation and public facilities on presentation of a proper voucher or the presentation of a voucher by an employee of the department authorized in

writing to certify as to such payment. (§ 1 ch 231 SLA 1970; am § 18 ch 106 SLA 1986)

Effect of amendments. — The 1986 amendment inserted "in accordance with AS 36.30" in the first sentence in subsection (a) and deleted the former second sentence in subsection (a) which read, "The department may request bids and award

contracts for the construction of the highway, or it may elect to directly negotiate contracts for the construction of the highway if it appears to be in the best interests of the state."

Sec. 19.40.030. Undertakings of contractors. The department, in place of the bonds or individual sureties required by AS 36.25.010, may accept corporate undertakings that include the same essential provisions of the bonds or individual sureties required by AS 36.25.010 and that are satisfactory to the department. (§ 1 ch 231 SLA 1970)

Sec. 19.40.040. Exemption. The Alaska Net Income Tax Act and the Alaska Business License Act do not apply to any money received by the general contractor from the state under a highway construction contract authorized under this chapter if the money is to be paid to a subcontractor for work performed under the construction contract. The money received by the subcontractors is subject to the Alaska Net Income Tax Act, the Alaska Business License Act, and any other applicable state taxes. (§ 1 ch 231 SLA 1970)

Sec. 19.40.050. Highway width. In accordance with AS 19.10.015, the width of this highway is designated as 200 feet. (§ 1 ch 231 SLA 1970)

Sec. 19.40.060. Conditions to be met. Construction authorized under AS 19.40.020 — 19.40.050 may not be undertaken until all of the following conditions are met:

(1) certification by the commissioners of natural resources and fish and game that adequate precautions have been taken to protect and preserve the total ecology of the area traversed;

(2) certification by the commissioner of transportation and public facilities that the road design and construction methods will cause minimal landscape defacement or environmental degradation by erosion or waste disposal;

(3) certification by the commissioner of health and social services that adequate and reasonable precautions have been taken for the prevention of pollution during construction and subsequent public use;

(4) all certifications, as well as the regulations, contract provisions, specifications, inspection procedures, and programs necessary to im-

plement and accomplish AS 19.40.020 — 19.40.050 shall be filed with the governor's office and published;

(5) the governor has approved all certifications and supporting material submitted under (4) of this section as being in the best public interest, and has certified that the contract required by AS 19.40.020 has been executed. (§ 1 ch 231 SLA 1970; am § 6 ch 104 SLA 1971)

Sec. 19.40.065. Regulations and penalties. All departments and agencies of the state are given the specific authority to adopt under the Administrative Procedure Act (AS 44.62) emergency, temporary, and permanent regulations necessary to accomplish the purposes of AS 19.40.020 — 19.40.050. The violation of any regulation adopted under AS 19.40.020 — 19.40.050 is a misdemeanor and upon conviction the person is punishable by a fine of not more than \$10,000 for each offense. (§ 1 ch 231 SLA 1970)

Sec. 19.40.070. Conflict with other laws. In the event of a conflict between this chapter and any other law of this state, the provisions of this chapter govern and supersede any such other law. (§ 1 ch 231 SLA 1970)

Sec. 19.40.100. Use of the highway by industrial or commercial traffic. (a) The department shall maintain the highway and keep it open to industrial or commercial traffic throughout the year.

(b) "Industrial or commercial traffic" means

(1) travel necessary and related to resource exploration and development or to support of those activities, if the individual engaged in those activities has all necessary permits;

(2) travel necessary and related to access by local residents to their property; or

(3) motor carriers engaged in commerce. (§ 3 ch 177 SLA 1980; am § 51 ch 59 SLA 1982; am § 10 ch 21 SLA 1985)

Effect of amendments. — The 1985 amendment deleted "which are common carriers or contract carriers regulated by

the Alaska Transportation Commission under AS 42.10" at the end of paragraph (3) of subsection (b).

NOTES TO DECISIONS

Negligence action against state precluded. — The state was immune from tort liability, under the discretionary function immunity exception to the Tort Claims Act, in an action based on negligent failure to institute dust control procedures on the Dalton Highway. *Freeman v. State, Sup. Ct. Op. No. 2976 (File No. S-458), 706 P.2d 918 (1985).*

Indemnity provision in highway use permit held unenforceable. — Semi-

trailer operator injured in a single-vehicle accident was not barred by an indemnity and hold harmless provision in the highway use permit from seeking recovery for personal injuries and property damage from the state for its alleged negligence; the indemnity provision was unenforceable because the state's maintenance of the highway was a "public duty." *Kuhn v. State, Sup. Ct. Op. No. 2868 (File Nos. 6833, 7080), 692 P.2d 261 (1984).*

Highway permit indemnity regulation held unenforceable. — A highway permit indemnity regulation (17 AAC 30.060) was inconsistent with subsection (a) of this section because the regulation bore no reasonable relation to the state's statutory duty to maintain the highway,

and the regulation was unenforceable where it did not fall within one of the AS 19.05.040 exceptions to the duty. *State v. Alyeska Pipeline Serv. Co.*, Sup. Ct. Op. No. 3092 (File No. S-986), 723 P.2d 76 (1986).

Sec. 19.40.110. Public use of a portion of the highway. The department shall maintain the section of the highway between the Yukon River and Dietrich Camp and shall keep that section of the highway open to use by the public between June 1 and September 1 each year. (§ 4 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 19.40.120. Renumbered in 1980.

Opinions of attorney general. — This section should be interpreted as setting the maximum extent to which the Dalton Highway may be kept closed to public traffic by regulation, rather than the max-

imum that it may be opened; it is not an impediment to the department's adopting regulations which would open the Dalton Highway to Dietrich Camp to year-round public traffic. September 2, 1983 Op. Att'y Gen.

NOTES TO DECISIONS

Applied in *Kuhn v. State*, Sup. Ct. Op. No. 2868 (File Nos. 6833, 7080), 692 P.2d 261 (1984).

Sec. 19.40.120. Closure of the highway to traffic. The provisions of AS 19.10.100 apply to the closure of the highway by the department. (§ 3 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 19.40.110. Renumbered in 1980.

Sec. 19.40.200. Disposal of land or materials. (a) The state may not dispose of state land under AS 38 which is within five miles of the right-of-way of the highway.

(b) The prohibition on disposal of state land under (a) of this section does not apply to a disposal necessary for

- (1) an oil and gas lease under AS 38.05.180;
- (2) exploration, development, production, or transportation of oil and gas north of 68 degrees north latitude; or
- (3) a state lease or materials sale for exploration, development, production, or transportation of oil and gas or reconstruction or maintenance of the highway north of 68 degrees north latitude.

(c) Before the sale of materials under (b)(3) of this section to a private entity or person or to a state agency the state shall give due consideration to the availability of materials from private sources in the area where the materials are needed. (§ 5 ch 177 SLA 1980; am § 1 ch 77 SLA 1985)

Revisor's notes. — By judgment dated March 19, 1981, in Alaska Legislative Council v. Hammond, case no. 4FA-80-1889, the superior court for the fourth judicial district upheld the validity of the enactment of ch. 177, SLA 1980.

Effect of amendments. — The 1985 amendment added subsections (b) and (c).

Editor's notes. — Section 3, ch. 77, SLA 1985 made the 1985 amendments to this section retroactive to October 5, 1980.

Legislative history reports. — For governor's letter returning SCS HB am S (H. failed off. date) see 1980 House Journal, p. 2240, and 1980 Senate Journal, p. 1781.

For Senate letter of intent relating to (b)(3) of this section, see 1985 Senate Journal, page 264, which refers to identical language in an earlier version of the bill.

Sec. 19.40.210. Prohibition of off-road vehicles. Off-road vehicles are prohibited on land within five miles of the right-of-way of the highway. However, this prohibition does not apply to off-road vehicles necessary for oil and gas exploration, development, production, or transportation or to a person who holds a mining claim in the vicinity of the highway and who must use land within five miles of the right-of-way of the highway to gain access to the mining claim. (§ 5 ch 177 SLA 1980; am § 2 ch 77 SLA 1985)

Revisor's notes. — Enacted as AS 19.40.200(b). Renumbered in 1980.

Effect of amendments. — The 1985 amendment in the second sentence inserted "to off-road vehicles necessary for oil and gas exploration, development, pro-

duction, or transportation or" and substituted "the" for "his" following "access to."

Editor's notes. — Section 3, ch. 77, SLA 1985 made the 1985 amendments to this section retroactive to October 5, 1980.

Sec. 19.40.290. Definitions. In this chapter

(1) "department" means the Department of Transportation and Public Facilities;

(2) "highway" means the secondary highway from the Yukon River to the Arctic Ocean. (§ 1 ch 231 SLA 1970)

Revisor's notes. — Formerly AS 19.40.080. Renumbered in 1988.

Chapter 45. Miscellaneous Provisions.

Section
01. Definitions
02. Penalties

Section
15. Highway construction near airports

Sec. 19.45.001. Definitions. In AS 19.05 — AS 19.40

(1) "commissioner" means the commissioner of transportation and public facilities;

(2) "construction" or any derivation means construction, reconstruction, alteration, improvement or major repair;

(3) "controlled-access facility" means a highway especially designed for through traffic, and over, from, or to which owners or occupants of



Resource Development Council

for Alaska, Inc.

807 "G" Street, Suite 200, Anchorage, Alaska 99501-3448
 Box 100516, Anchorage, Alaska 99510-0516 - 907/276-8780

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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

Position Papers



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
James Dodson, Chairman of the Board

BY Althea St. Martin
Althea St. Martin, Acting President

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.

Dalton daffiness

We continue to be mystified by state officials who don't think their constituents should be allowed to drive the Dalton Highway.

At a recent hearing on the subject, an official of the Alaska Department of Public Safety delivered a masterpiece of bureaucratic circle-think.

The road is unsafe, he said, because traffic is sparse and there are few facilities. As even he acknowledged, the reason is obvious: The state keeps the road closed to the public.

A state senator, meanwhile, said the road shouldn't be opened because truckers and the Alyeska Pipeline Service Company might get stuck caring for stranded motorists.

"There's some places the public shouldn't go, for their own safety," he said.

Maybe we're wrong, but we have the idea that Alaskans don't want or need to be protected from themselves. In fact, we suspect there are a good many who came here to get away from the smothering embrace of bureaucrats and politicians who see it as their duty to protect people from themselves.

These are the same tired arguments we've heard for years against opening the Dalton, and they make less sense than ever.

The "sparse traffic, few facilities" reasoning collapses of its own weight, so we'll not devote further attention to it here, except to reiterate our serene confidence that the free enterprise system is able and willing to provide such facilities as are needed; certainly that has happened on the lower portion of the road that is open to the public.

As for the senator's tender concern for the burden that will be placed on Alyeska or truckers on the highway, we have no doubt that the development of facilities will speedily remedy that problem, if it ever arises. In addition, travelers on the road should be advised of its hazards and warned that they travel at their own risk.

Finally, let's remember that the state pays to maintain this road, but the oil industry is about the only user. If the public is going to pay for the upkeep of the Dalton Highway, the public should be allowed to drive it.



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24 HOUR RESTAURANT, MOTEL
FULL FUEL FACILITIES, REPAIRS.
WRECKER SERVICE.

MILE 176 JAMES DALTON HWY
COLDFOOT, ALASKA

Mailing Address
COLDFOOT SERVICES
COLDFOOT, ALASKA 99701-9998

February 23, 1987

Dear Mrs. Cato,

I should like to express my views concerning HB# 115 related to the Dalton Highway.

In April 1981 the legislature opened the Dalton Highway to the public. Then Governor Hammond, by decree, allowed the highway north of the Yukon River to Disaster Creek be opened only for the months of June, July and August.

The State at the same time decreed that someone provide a service facility at Coldfoot for the traveling public. That someone ended up being myself.

When Gov. Sheffield arrived on the scene, I approached him with the fact that we were here in Coldfoot year around, yet the road was opened to the general public only three months. He immediately, by Governor's decree, opened the road for the entire year, yet still only to Disaster Creek. This policy continues today.

There are several facilities opened to the public at Deadhorse, motels, restaurants, service stations and of course, the state airport facilities.

I can't see why the Dalton Highway should be divided, south or north of the Yukon River or south or north of Dietrich.

1. It's a state maintained road, using public funds.
2. Facilities are available year around.
3. Tourist traffic exceeds commerical traffic for five months of each year.
4. The state spends millions encouraging tourism.
5. Tour buses run the Dalton Highway fully realizing the attraction of:
 1. Yukon River
 2. Driving north of the Arctic Circle.
 3. The allure of the Brooks Range.
 4. The interest of Prudhoe Bay area.

The State D.O.T. maintains the checkpoint is a saftey checkpoint when we realize in fact, it's a political matter.

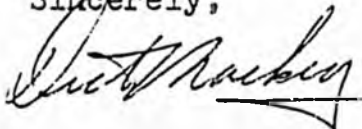
If in fact, it's a saftey checkpoint, then you should arrive, state you have extra tires and gasoline and continue on your way.

If it's a political matter, consider that no tourist is upsetting the lifestyle of any North Slope Borough resident as none live along the highway, that no corporation lands border the highway. That the D.O.T. when it does issue a permit, issues that permit for the vehicle, irregardless of the number of passengers. Why should one receive a permit to take a vehicle over a given section of highway right-of-way, and others be denied?!

Page 3

I believe it's time to adhere to our state constitution, open the highway, see the results of promotion of tourism and quit the political games with the North Slope Borough.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dick Mackey". The signature is written in dark ink and is positioned below the word "Sincerely,".

Dick Mackey
Coldfoot Services
Mile 175 Dalton Hwy.
Coldfoot, AK 99701-9998

1455 Skopline Dr

Fairbanks AK 99712

457-5602

Rep. Steve Frank

P.O. Box 5

Juneau, AK. 99811

This letter is to clarify my public affairs message of yesterday, and to add further emphasis for my support to the legislation to allow public use of the highway to its terminus.

I feel that because of the regulations already in place regarding hunting and fishing along the highway, and because to the south of Wiseman there is a distance of about 50 miles East and west to any native village, and to the north, the distance is greater to the only two villages Niqressit, to the west and Kallorvik to the east, the highway should be opened to the public.

2.
Further emphasis is added by the fact that
tour busses are presently allowed to
travel the road to its terminus. Only
the common citizen is prevented from exercising
his rights of free travel on public roads.

I regard the road as a restricted public
highway by virtue of the fact that state and
Federal funds are being expended to maintain
and repair the highway.

I feel that justice will be served
by the passage of HB 115.

As chief of the village of Wiseman, the only
community on the haul road, which has
been reported since 1970, to do otherwise
is a travesty of justice.

Sincerely,
Dennis Thiller, Chief, Wiseman



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Alaska State Office
701 C Street, Box 13
Anchorage, Alaska 99513-0099



IN REPLY REFER TO:

(910)

FEB 8 - 1988

Honorable Steve Frank
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Steve
Dear ~~Mr.~~ Frank:

This letter is in response to your request for information on BLM's Utility Corridor Resource Management Plan (RMP) and the agency's preferred policies along the Dalton Highway.

The draft RMP, published in August of 1987, reiterated the primary purpose of the Utility Corridor which is the transportation of energy minerals. BLM's overall management policy for the corridor is to preserve it for this nationally important purpose. This agency, as stated in the draft plan, would take no action which would impede the operation of the present pipeline system or place undue restrictions on the construction of new systems.

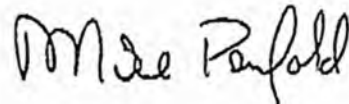
The Utility Corridor also offers unique opportunities for the development of public recreation in the area. The natural pristine character of corridor lands combined with the access offered by the Dalton Highway has focused the agency's attention on the potential for recreation facilities. Consistent with the multiple resource use mission of BLM, energy transportation needs and recreation development in the area are not incompatible. In the draft plan, I have taken the position that the BLM should take an active role in the future development of recreational facilities along the Dalton Highway when they are found to be fully compatible with the need for energy transportation.

With this emphasis on recreation BLM would like to enter a period of intense recreational facility planning. When the agency enters this detailed planning phase, after publication of the final RMP, it is hoped that it can be accomplished through a joint or cooperative BLM-State effort. This joint effort should address the appropriate location and type of facilities to be developed along the Dalton Highway. Public access along the Dalton Highway would be essential.

I would like to emphasize that the Utility Corridor Resource Management Plan is still in draft form. No definite decisions have yet been made on the final configurations of allowable land uses in the corridor.

If there is any additional information on these matters or other matters concerning the Utility Corridor please do not hesitate to write or call me.

Sincerely yours,



Michael J. Penfold
State Director

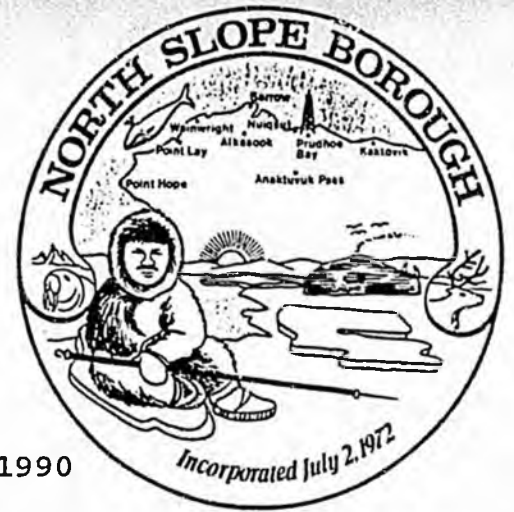
NORTH SLOPE BOROUGH

OFFICE OF THE MAYOR

P.O. Box 69
Barrow, Alaska 99723

Phone: 907-852-2611

George N. Ahmaogak, Sr., Mayor



January 16, 1990

Senator Al Adams
Alaska State Legislature
P.O. Box V
Juneau, Alaska 99801

RE: S.366 - Dalton Highway

Dear Senator Adams,

The North Slope Borough's position of record on the opening of the Dalton Highway to free access by the public has historically been one of opposition. The Borough's reasons for opposing legislation to open the haul road are well-documented in previous testimony and position papers, and are solely concerned with adequate protections in law for both the public and for Borough residents and resources: increased patrols by Public Safety and Fish and Game officers with oversight concentrated in the most active hunting areas; citation and prosecution of offenders in the taking of wildlife; full emergency services; and provision of roadside services.

Adequate funding to guarantee these protections at an effective level has been sadly lacking in previous proposed legislation. We again seek to continue limited and controlled access to the Dalton Highway unless and until legislation to open the road includes fiscal notes to satisfy our reasonable concerns.

We again request your help in preserving the Borough's position on S.366, and ask that this letter be submitted for inclusion in the Senate Transportation Committee packet for the hearing scheduled on Tuesday, January 16.

Very truly yours,

Anthony Kesler, Manager
State Government Affairs

cc: Representative Eileen MacLean

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling



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

907-465-3712

Senate State Affairs Committee

February 14, 1990

Michael Burns
President, Key Bank of Alaska
P.O. Box 100420
Anchorage, AK 99510-0420

Dear Mike;

Thank you for your letter concerning SB 396, which would provide the Department of Transportation and Public Facilities with supplemental operating funds for maintaining and operating the Dalton Highway.

I recently held Senate State Affairs Committee hearings on another Dalton Highway bill, CS SB 366, which is an Act that I co-sponsored with Senator Frank. This bill would open the entire Dalton Highway to the public. During those hearings several people testified on the need for supplemental funding and the serious problems that may occur if the funding is not approved. I will follow the progress of SB 396 and intend to support early supplemental funding.

I share your opinion concerning the importance of the Dalton Highway to Alaska's economy and I encourage you to contact additional senators voicing your support for prompt action on the supplemental.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat", written over the word "Sincerely,".

Senator Pat Pourchot

Key Bank of Alaska

A KeyCorp Bank



101 West Benson Boulevard
Post Office Box 100420
Anchorage, Alaska 99510-0420
(907) 564-0250

Michael J. Burns
President and
Chief Operating Officer

February 7, 1990

The Honorable Pat Pourchot
Alaska State Legislature
P. O. Box V (MS3100)
Juneau, Alaska 99811

Dear Senator Pourchot:

The Governor's Office has recently had S.B. 396 introduced. This supplemental operating appropriation of \$4.2 million for maintenance and operation of the Dalton Highway, in my opinion, is critical to the continued economic health of the Alaska interior.

Your support for this bill will be most appreciated. Thank you for your consideration.

Sincerely,

Michael J. Burns
President

MJB:jr

cc: Representative Mark Boyer
Larry Kelly, President Fairbanks Chamber of Commerce

56396.txt

Key Bank of Alaska

A KeyCorp Bank



101 West Benson Boulevard
Post Office Box 100420
Anchorage, Alaska 99510-0420
(907) 564-0250

Michael J. Burns
President and
Chief Operating Officer

February 7, 1990

The Honorable Pat Pourchot
Alaska State Legislature
P. O. Box V (MS3100)
Juneau, Alaska 99811

Dear Senator Pourchot:

The Governor's Office has recently had S.B. 396 introduced. This supplemental operating appropriation of \$4.2 million for maintenance and operation of the Dalton Highway, in my opinion, is critical to the continued economic health of the Alaska interior.

Your support for this bill will be most appreciated. Thank you for your consideration.

Sincerely,

Michael J. Burns
President

MJB:jr

cc: Representative Mark Boyer
Larry Kelly, President Fairbanks Chamber of Commerce

SB 366.txt

Monday, February 12

SB 366, Senator Frank's bill, Dalton Highway

NOTIFIED; * indicates will testify

*BLM: Les Rosencrans/Bish Buckle (would like to address how BLM and State can work together)

Fish & Game: Molly McCammon, position paper

*Tanana Chiefs: Lisa Yaeger via teleconference. "Mitch" may be at hearing.

*Dept. of Commerce: Div. of Tourism: Danan Brockway

D.O.T.: Katy McHugh

Rep. MacLean: Staff will listen in

Public Safety: Captain McCoy

Environmental Lobby: Bill Glude et al

Admin: Division of Information Service: John Marrone

North Slope Borough

BP: John Ringsted

NOTES;

from meeting with Pat:

PURPOSES/INTENTS: visitation, increase tourism, scenic, recreational resources, closely monitored fish and wildlife resources. Value to continue healthy Fish and Wildlife resource for local subsistence and for tourism.

That Fish and Game closely monitors the resources and directs the boards of Fish and Game and Fish and Wildlife to protect local subsistence economies.

Opening a public road to the public.

It is not the purpose of this act to provide additional opportunities for sports hunting or fishing.

LAND USE PLAN; Intent that Federal Government manage these land in a responsible manner to protect resources and allows uses compatible with recreational and industrial uses. When and if the state selects additional lands a rigorous process must be used to avoid negative impact.

SB 366.txt

Wednesday, January 31

SB 366, Senator Frank's bill, Dalton Highway

TELECONFERENCE; Anchorage, Fairbanks, Sitka, Barrow,

PLEASE TRY TO START HEARING SB 366 BY 2:30 p.m.

NOTIFIED; * indicates will testify

*BLM: Les Rosencrans/Bish Buckle (would like to address how BLM and State can work together)

*Fish & Game: ~~Molly McCammon~~, position paper

WAYNE HEIMAR or HARRY Reynolds (FBX)
BRUCE DENNIFORD (CJAO)

*Tanana Chiefs: Lisa Yaeger via teleconference. "Mitch" may be at hearing.

*Dept. of Commerce: Div. of Tourism: Dana Brockway

D.O.T.: Katy McHugh

Rep. MacLean: Staff will listen in

Public Safety: Captain McCoy

Environmental Lobby: Bill Glude et al

Admin: Division of Information Service: John Marrone

North Slope Borough

BP: John Ringsted

NOTES;

1. The \$3 million telecommunications issue:

A. Figure originally proposed by Public Safety to extend microwave system. Now appears in their fiscal note (Page 3 of 7) as a 1.5 million communications figure.

B. DOT says they have put a \$500,000 figure on telecommunications needed. By the way, they have been very Ho-hum on the idea of opening the highway.

C. BLM would like to pursue "cooperative" efforts in improving state-wide communications system.

2. Closing checkpoint: Minimal savings (Approx. \$20,000). Committee may want to consider phasing out checkpoint as to allow time for private industry to develop services. Visitor Contact Center at Yukon crossing to fully inform travelers of the needs of traveling in remote areas and possibly provide emergency supplies.

3. Questions for BLM: How much land is available for private development?
What is timeline to develop campgrounds?

STEVE FRANK
DISTRICT K
SEAT A

119 N. Cushman, Rm. 213
Fairbanks, Alaska 99701

While in Juneau
P.O. Box V

Juneau, Alaska 99811
(907) 465-3709

Capitol Rm. 514

Pat
Alaska State Legislature



Senate

MEMBER
Finance Committee
Resources Committee
Legislative Council
Special Committee on Banking &
Economic Development

VICE-CHAIR
Community & Regional
Affairs Committee

MEMORANDUM

TO: All Senators
FROM: Senator Steve Frank
RE: Legislation to Open the Dalton Highway to the Public
DATE: August 4, 1989

I plan to introduce legislation to open the James Dalton Highway (North Slope Haul Road) for public travel all the way to Prudhoe Bay and I would welcome your co-sponsorship.

As you all know the Dalton Highway is maintained by the Department of Transportation and Public Facilities with state general fund dollars. However, access past Disaster Creek is limited to those with a "commercial purpose." In my opinion, it is inappropriate for the average citizen to be denied the privilege of driving a road that they pay for, whether directly or indirectly.

Recently I returned from a trip up the Dalton Highway with the Department of Transportation and I was impressed with the unique beauty of this land. More surprising to me, however, was the tremendous potential for tourism that is just barely being tapped.

It has been over a decade since the road was turned over to the state. The road has been opened further and further over time and our experience has been good. In my opinion, concerns about the impact on the wildlife and safety of the traveling public so far have not proven to be significant and those legitimate ones can be addressed. This is evidenced by the support of the Cowper administration's departments of Transportation and Public Safety.

I think that it is time that we open this public road to the public and I look forward to working with you on this legislation in the upcoming session. For more information please contact Rick Solie of my staff at 452-3421.

Thank you for your consideration.

Comments on Alaska Senate Bill 366 (Opening of the Dalton Highway)

by Lester K. Rosenkrance

Acting State Director

Bureau of Land Management

January 31, 1990

I am pleased to offer comments on the potential impact of Senate Bill 366 on Bureau of Land Management activities in the Utility Corridor along the Dalton Highway. We basically have no specific objections to the opening of the Dalton Highway, north of Disaster Creek, to the general public.

In September 1989, we issued the Utility Corridor Proposed Resource Management Plan and Final Environmental Impact Statement. Aside from the primary purpose of the corridor

remaining as an energy minerals transportation route, we anticipate that recreation and tourism will rapidly become the major land use within the corridor. The proposed plan recognizes the portions of the Dalton Highway that are already open, as well as the potential for future openings north of Disaster Creek. None of the proposed actions in the plan will become final until a Record of Decision is issued sometime in the next few months.

A significant feature of the plan and EIS preparation was the in-depth public participation process we utilized. More than 20 public meetings, in many different locations, were held to define planning issues and criteria, review of drafts and for special issues such as wilderness and subsistence. There were also two formal comment periods during the planning process.

We are now in the protest stage of the proposed resource management plan. One of the protests involves the proposed

amendment of Public Land Order 5150 to allow state selection of approximately 700,000 acres within the corridor which includes 600,000 acres north of Toolik Lake and about 80,000 acres for development node areas at Coldfoot and Prospect. We hope to have this and other protests resolved within the next few months so that we can issue a final Record of Decision.

Because of the recreation potential becoming reality in a few short years, we are accelerating our recreation planning for the corridor. To this end, we anticipate having a recreation management plan substantially completed by the beginning of 1991.

Within the recreation strategy for the BLM lands in the corridor, the recreation plan will investigate site specific opportunities for facilities and uses such as campgrounds, cabins, lodges and concessions, information and interpretive sites, trails and trailheads, off road vehicles, scenic viewpoints, and etc. This

planning will involve close coordination with the State of Alaska to identify needs and priorities.

Even with today's relatively low level of traffic on the highway, we are concerned about the general lack of facilities for the motoring public. We are also concerned about the interim protection of prehistoric and historic cultural sites until we have funding for proper management of the sites.

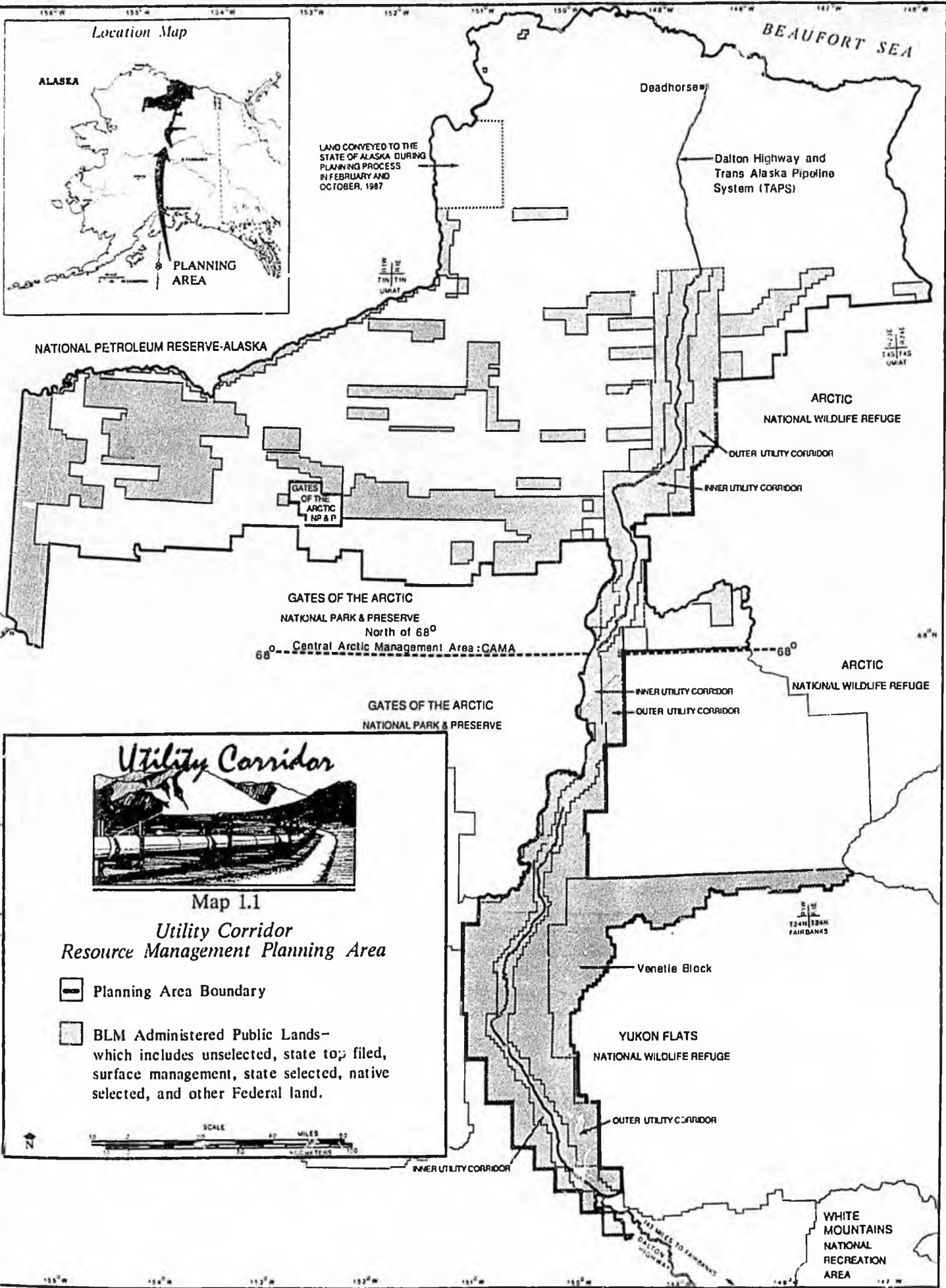
In light of the year 1992 being a celebration year of the 50th anniversary of the opening of the Alcan Highway, and the 125th anniversary of the purchase of Alaska from Russia, there will certainly be an influx of recreational vehicle and commercial tour busses during 1991 through 1993. Of primary concern to us

are the lack of developed sites for overnight parking, potable water, and waste management.

In summary, we anticipate that any planning and development activities in the corridor will involve close coordination with the State of Alaska to assure rational development takes place, and that issues such as off road vehicles, subsistence, and public safety will be addressed.

I look forward to an outstanding partnership with the State of Alaska in the future management of the utility corridor and the Dalton Highway for the benefit of the citizens of Alaska and the nation. Thank you.

SB366A\1/31/90\BTB



LAND CONVEYED TO THE STATE OF ALASKA DURING PLANNING PROCESS IN FEBRUARY AND OCTOBER, 1987

NATIONAL PETROLEUM RESERVE-ALASKA

BEAUFORT SEA

Deadhorse

Dalton Highway and Trans Alaska Pipeline System (TAPS)

ARCTIC NATIONAL WILDLIFE REFUGE

OUTER UTILITY CORRIDOR

INNER UTILITY CORRIDOR

GATES OF THE ARCTIC NATIONAL PARK & PRESERVE North of 68°

68° Central Arctic Management Area :CAMA

ARCTIC NATIONAL WILDLIFE REFUGE

INNER UTILITY CORRIDOR



OUTER UTILITY CORRIDOR

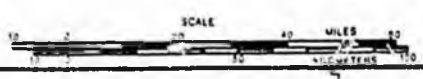
GATES OF THE ARCTIC NATIONAL PARK & PRESERVE



Map I.1

Utility Corridor Resource Management Planning Area

-  Planning Area Boundary
-  BLM Administered Public Lands— which includes unselected, state to; filed, surface management, state selected, native selected, and other Federal land.



Venetie Block

YUKON FLATS NATIONAL WILDLIFE REFUGE

OUTER UTILITY CORRIDOR

WHITE MOUNTAINS NATIONAL RECREATION AREA

141 MILES TO FAIRBANKS DALTON HIGHWAY

SB 366

1.31.90

FRANK:

Permitting now: Stan... state commercial
purpose

Concerns:

F & G: covered by existing law
corridor
Support additional wildlife
officer.

SAFETY: Comm. has authority
to shut down when unsafe
Development: by private sector

FAKS: supports concept
adequate protection to

➤ Mandate open as long
as minimum # of F & G
and Trooper

Frank
would not
object.

➤ Opposed to Strip Development
State Zoning along road.

↳ Coldfoot

WATCH FOR LAND EXCHANGE

VENNING: Concerned about safety and
development on safety-mileage ratio.

5 mile
Corridor

(4)

AS 16.05.789 — 5 mile hunting
corridor north of Yukon River

FRANK — define "adequate" F! G staff
will support reasonable.

Captain Mcloy — Dept. of Pub. Safety
Communications and Blue Shirts

Total Reg — 3 F! Wil

3 Troopers

5 — for 200 miles

1.5 million estimate of communications
System.---

Mr. Reynolds: Fish & Game

- Effective enforcement of existing laws
- Concerns can be handled in regulations.

Bow hunting

Sheep hunting in Antigon Pass —
5 mile limit

Greatest impact of hunting in this
area — MOOSE

Les Rosewrons - BLM

4 development nodes

Private development only in these areas

Coldfoot, Prospect, Happy Valley, Chardlar

PAT How large are nodes
26,000 acres = Coldfoot
(6 x 6 miles)

Chardlar - 16,000
Happy Valley 17,000

How many miles of Roadway - 4 or miles Coldfoot

? State selected land

ADD DNR

BLM 1991 Budget - Campground Development

Federal Law Enforcement Officer will be patrolling:

Dana Brackway: Supports Passage - significant demand =
• CAR-CAMPER -
• Small visitor industry entrepreneurs opportunity.

(6)

Dave Lacey: FBX

Opposes Bill ---

Sham of law enforcement

Damage village subsistence

Supports wilderness based tourism.

Tweet Halverson: FCUB

• People want to see it open,

FBX Chamber — resolution pro-opening

Dave Lambert — Local 71

Support opening if funded.

→ going broke

Supplemental Approp. PENDING

(Arranging for lay-offs)

D.O.T.

Stev Bloom:

Pro-opening

Repeal ORL law

George Lawsbury: Open

Cliff Eames: ANTI-

• legislative controls

• CAMP grounds — poorly maintained

Petit:

open but Budget

T.C.C. — villages opposed

T.C.C. — Mr. Frank
Opposed.

Judy Hoff: Dir. of Folk Fest

• increase tourism... rubber tired traffic

Vern Miller: Kalapsuk?

Claim on land

PLO 51-50 should
be exempt from
state selection.

PRO OPEN ROAD.

Pipeline — daily monitoring overflights.

↳ Supports if 396 is passed

Charles McGee

(Against
ATMC)

Notes AK. Environmental Lobby is opposed

SB 366

Transportation: Charlie Miller (Comm. Aide)

✓ Committee File: Pourchot →

? Action

✓ Fiscal Note

Contention: Publicly funded but public not allowed.

Agency Position Papers — PRO

Backed off slightly on long-term

Anti: F&B enforcement

Open to Disaster Creek

Opening will create more poaching

F&B — one guy w Coldfoot

huge area to cover

Helicopter Patrols, now DOT

STWK: Wide spread game

Poaching will decrease
subsistence

Safety — if trouble

MOST ACCIDENTS WERE SERIOUS

Transportation
minutes
1.16.90

SB 366 - 1-30-90

↑
Testify

Les Rosenkrans:
"Bish Buckle"

How to work with State

↳ Drop in oil production
Decrease in income

BLM - positive economic impact in
tourism industry.

• developing recreational plan ...
how to accommodate

→ take pressure off the state
in developing facilities for
tourism.

BLM - running into telecommunications
Needs =

Les would like to meet with Pat =

Les Rosenkrans =

STANDING COMMITTEE REPORTS

SJR 20

The Community and Regional Affairs Committee considered SENATE JOINT RESOLUTION NO. 20 (Disapproving the Local Boundary Commission recommendation for annexation of territory to the City of Dillingham). Senator Sturgulewski, Chairman and Senator Zharoff signed "do pass". Senators Halford and Szymanski signed "no recommendation".

Zero fiscal note published today from the Community and Regional Affairs Committee.

SENATE JOINT RESOLUTION NO. 20 was referred to the Rules Committee.

SB 10

The Transportation Committee considered SENATE BILL NO. 10 (An Act removing a limitation on the power of the Alaska Railroad to apply for a right-of-way or exercise eminent domain) and a majority of the committee recommended do pass. The report was signed by Senator Jones, Chairman and concurred in by Senators Abood, Coghill and Fahrenkamp.

Senator Binkley, Co-chairman, moved and asked unanimous consent that SENATE BILL NO. 10 have an additional referral to the Finance Committee. Without objection, it was so ordered.

SENATE BILL NO. 10 was referred to the Finance Committee.

SB 132

The Transportation Committee considered SENATE BILL NO. 132 (An Act relating to public use of the Dalton Highway) and a majority of the committee recommended do pass. The report was signed by Senator Jones, Chairman and concurred in by Senators Fahrenkamp and Coghill. Senator Abood signed "do not pass - not enough info available in the interest of safety and accommodations for the public".

Fiscal note published today from Department of Transportation and Public Facilities.

SENATE BILL NO. 132 was referred to the Finance Committee.

HB 89

The Rules Committee considered CS FOR HOUSE BILL NO. 89 (FIN) (efd fld) (An Act making a special appropriation for disaster relief; appropriating the balance of the budget reserve fund to the general fund) and a majority of the committee recommended the Senate Finance Committee Substitute (page 473) be adopted and calendar March 4. The report was signed by Senator Eliason, Chairman and concurred in by Senators Bennett, Binkley and Faiks.

CS FOR HOUSE BILL NO. 89 (FIN) (efd fld) is on the calendar.

INTRODUCTION AND REFERENCE OF SENATE BILLS

SB 22

SPONSOR SUBSTITUTE FOR SENATE BILL NO. 22 by Senator Coghill, entitled:

"An Act exempting certain telephone and electric utilities and certain transactions from regulation by the Alaska Public Utilities Commission; and providing for an effective date." (new title)

was read the first time and referred to the Labor and Commerce Committee and the Finance Committee.

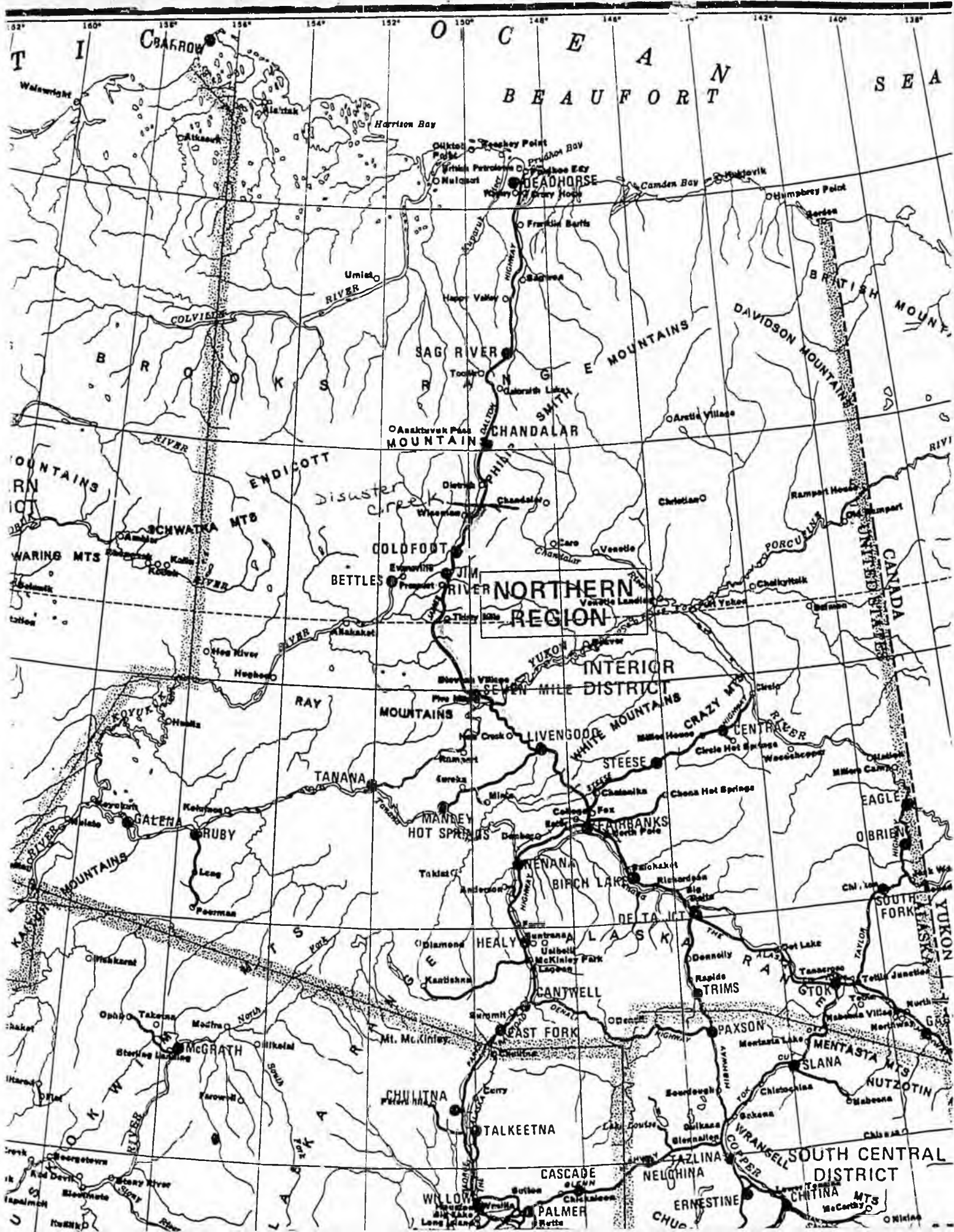
SB 160

SENATE BILL NO. 160 by Senator Uehling, entitled:

"An Act relating to land owned by the Alaska Railroad Corporation."

was read the first time and referred to the State Affairs Committee, the Labor and Commerce Committee, the Judiciary Committee and the Finance Committee.

Closed to traffic other than industrial or commercial
Springs all public traffic



JAMES DALTON HIGHWAY

CONSTRUCTION

BUILDER: Alyeska Pipeline Service Company Contractors

DATES: April 29, 1974 - September 29, 1974 = 154 days

LENGTH: 415 Miles = Livengood to Deadhorse

MATERIAL: 32,000,000 cubic yards - free use, mostly BLM

MANPOWER: 3,000,000 plus man hours

COST: \$370,000,000 - State has engineering dollars only
in project

YUKON RIVER BRIDGE: Completed 1975 - \$26,000.000; \$3,000,000 State funds

MAINTENANCE

ALYESKA: September 1974 - October 15, 1978

STATE OF ALASKA: October 15, 1978

PERSONNEL

<u>Location</u>	<u>PFT</u>	<u>PPT</u>	<u>PFT Buildings</u>
7-Mile	4	0	2
Jim River	4	0	2
Coldfoot	4	1	1
Chandalar	8	1	2]
Sag River	6	1	2] Rotation
Deadhorse	8	1] Stations
<hr/>			
	34	4	9 = 47 Positions

STATE EQUIPMENT FLEET MECHANICS

<u>Location</u>	<u>PFT</u>
7-Mile	1
Jim River	1
Coldfoot	1
Chandalar	2]
Sag River	2] Rotation Stations
Deadhorse	2]
<hr/>	

STATE OF ALASKA

Bill Sheffield, Governor

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, INTERIOR DISTRICT
MAINTENANCE AND OPERATIONS

2301 Peger Road
Fairbanks, Alaska 99701
Phone: (907) 452-1911

May 19, 1986

Re: Dalton Highway

Dear Mr.

This is in response to the questions asked in your letter.

1. Q - At what point in time did the State of Alaska assume responsibility for the maintenance of the Dalton Highway, wholly or in part?

A - October 15, 1978, wholly.

2. Q - How many State operated maintenance facilities are located on the Dalton Highway?

A - Six Maintenance Stations: Seven Mile, Jim River, Coldfoot, Chandalar, Sag River, and Deadhorse.

Seven Airports: Coldfoot, Dietrich (closed), *Galbraith, *Prospect, Wiseman, Chandalar Shelf, and Deadhorse.

* Operated and maintained by Alyeska Pipeline Service Co.

3. Q - How many such camps are located within the closed portion?

A - Three Maintenance Stations: Chandalar, Sag River, and Deadhorse.

Four Airports: Dietrich (closed), Galbraith, Chandalar Shelf, and Deadhorse.

4. Q - What was the approximate original construction cost for each facility and what was the funding vehicle for this construction?

A - Maintenance Stations:

1.	Seven Mile	2,728,506
2.	Jim River	3,002,098
3.	Coldfoot	743,200
4.	Chandalar	817,490
5.	Sag River	4,456,989
6.	Deadhorse	(estimated) 1,040,000

All station construction was funded by the State.

Airports: Coldfoot, Dietrich, Galbraith, Prospect and Chandalar Shelf were built by Alyeska Pipeline Company. Wiseman was built by Wiseman residents. Deadhorse was built in 1969 by a group of oil companies (Standard, Mobile, and Phillips). Paving was done by the State with Federal dollars for approximately \$8,155,000.

5. FOR THE CLOSED PORTION ONLY:

Q - (a) What are the operating costs for maintenance of the facilities themselves in terms of providing heat, power, personnel subsistence, and repair and upkeep of permanent structures?

A - Fiscal year 1985 costs for services and supplies were \$377,122 for the Chandalar, Sag River, and Deadhorse maintenance facilities. These costs are for buildings (shops, sheds, etc.) only and do not include road maintenance.

Q - (b) What are the total labor costs for personnel assigned to these facilities including all direct and indirect overhead costs?

A - Fiscal year 1985 costs for wages and travel were \$267,202 for Chandalar, Sag River, and Deadhorse Stations for facilities maintenance. These costs are for buildings maintenance only and do not include road maintenance.

Q - (c) What are the costs for maintenance and operation of equipment, other than permanent structures, which would normally be assigned to these facilities? Assuming that both personnel and equipment needs are variable throughout the total length of the Dalton Highway, please provide an estimate of the required costs and state your rationale.

A - Fiscal year 1985 costs for maintenance and operation of equipment were \$1,653,027 for Chandalar, Sag River, and Deadhorse Stations.

6. Q - What is the current budgeted amount for acquisition of construction materials for maintenance to be utilized on the closed portion?

A - \$283,351 is budgeted for fiscal year 86 road maintenance supplies for Chandalar, Sag River, and Deadhorse stations.

7. Q - Estimate the total amount of Federal Aid funds that have either been expended to date or are currently programmed for expenditure for maintenance and capital improvements on both the closed and accessible portions of the Dalton Highway.

Please be specific as to any Federal Programs affecting the closed portion (i.e., Federal Aid Secondary, Safety Improvements, etc.) addressing any provisions attached to use of those funds that pertain to public access.

A - The total amount of Federal Aid funds spent to date is \$24,408,015. Those dollars funded two State projects: the construction of the Yukon River Bridge, and an environmental surveillance program during the original construction of the road from the Yukon River Bridge to Prudhoe. The actual design and construction of the road, however, was performed by contractors for the Alyeska Pipeline Service Company.

Provisions attached to the use of Federal Aid funds that pertain to public access are contained in Title 23 of the United States Code.

8. Q - In the event that Federal funding has not been applied to the closed portion, are there programs available which could be utilized to supplement or replace State funds?

A - The entire Dalton Highway is on the Federal Aid System and is therefore eligible for Federal funding for capital improvement projects.

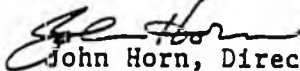
9. Q - Though possibly not within your area of jurisdiction, I would also request information regarding costs for operation of the permit checkpoint, issuance of travel permits and enforcement of existing legislation.

A - The cost for operation of the permit checkpoint from July 1 to September 30, 1985 was approximately \$25,000.

The personnel cost for issuance of travel permits is estimated to be \$17,000 per year.

Enforcement is the responsibility of the Department of Public Safety.

Sincerely,


John Horn, Director
Maintenance & Operations
Interior District

JLW:lf

MILEAGE FOR ELLIOTT & DALTON HIGHWAYS

LOCATION	FROM FAIRBANKS	FROM MP 0 DALTON	FROM YUKON RIVER	BETWEEN POINTS
FOX	11.5	73.5	130.7	
LIVENGOOD	80.8	4.2	61.4	69.3
0 MILE TAPS	85.0	0.0	57.2	4.2
PUMP STATION 6	140.0	55.0	2.2	55.0
YUKON RIVER	142.2	57.2	0.0	2.2
5 MILE AIRPORT	146.4	61.4	4.2	4.2
7 MILE CAMP	148.0	63.0	5.8	1.6
FINGER MOUNTAIN	185.3	100.3	43.1	37.3
OLD MAN	194.5	109.5	52.3	9.2
BEAVER SLIDE	196.4	111.4	54.2	1.9
ARCTIC CIRCLE	202.0	116.0	60.0	5.8
GOBBLERS KNOW	220.1	135.1	77.9	17.9
PUMP STATION 6	225.4	140.4	83.2	5.3
JIM RIVER MAINTENANCE	226.4	141.4	84.2	1.0
KOYUKUK	245.0	160.0	102.8	18.6
COLDFOOT	264.3	179.3	122.1	19.3
WISEMAN TURNOFF	278.2	193.2	136.0	13.9
DIETRICH	300.4	215.4	158.2	22.2
CHANDALAR	333.0	248.0	190.8	32.6
ATIGUN SUMMIT	337.6	252.6	195.4	4.6
ATIGUN CAMP	342.5	257.5	200.3	4.9
PUMP STATION 4	361.9	276.9	219.7	19.4
GALBRAITH TURNOFF	367.9	282.9	225.7	6.0
TOOLIK	377.7	292.7	235.5	9.8
MS 117-1	384.0	299.0	241.8	6.3
SAG RIVER MAINTENANCE	399.6	314.6	257.4	15.6
PUMP STATION 3	406.0	321.0	263.8	6.4
ICE CUT	419.8	334.8	277.6	13.8
HAPPY VALLEY	429.8	344.4	287.6	10.0
PUMP STATION 2	455.4	370.4	313.2	25.6
FRANKLIN BLUFFS	474.7	389.7	332.5	19.3
END OF DALTON HIGHWAY	511.9	426.9	369.7	37.2
DEADHORSE AIRPORT	515.9	430.9	373.7	4.0

11/9/88

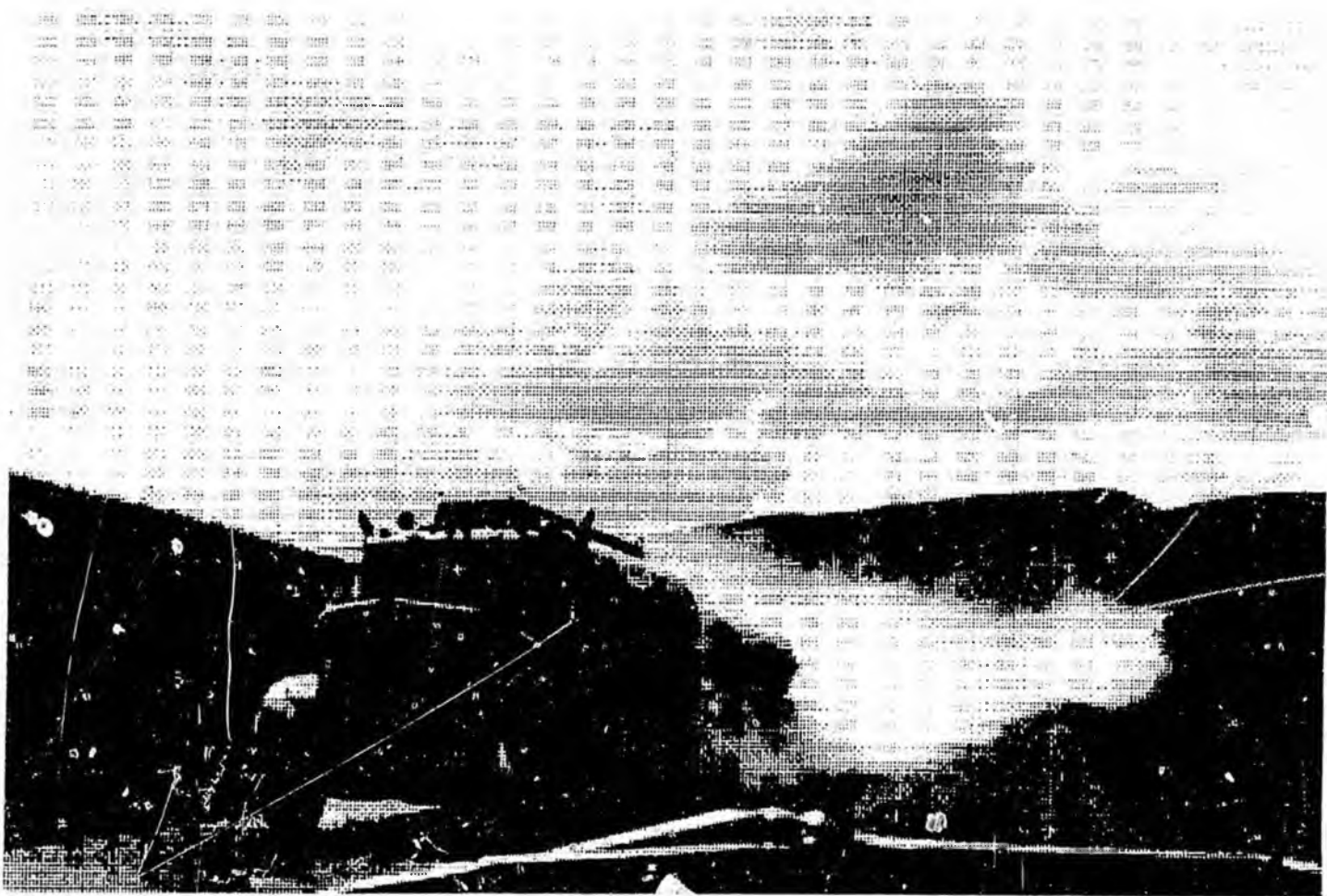
DALTON HIGHWAY CHECK POINT

AVERAGE DAILY TRAFFIC
VEHICLE COUNT
1976 - 1988

MONTH YEAR	76	77	78	79	80	81	82	83	84*	85	86	87	88
January		98	89	73	68	122	164	105					
February		262	96	49	68	122	131	122					
March		465	112	59	76	215	181	156					
April		433	98	68	75	206	169	113					
May		251	96	69	83	149	145	95					
June		240	157	75	105	112	174	81					
July	402	222	119	81	125	122	151	100	79	109	88	57	72
August	381	210	142	89	154	139	137	104		76	91	67	80
September	349	203	81	84	136	159	150	98		36	69	64	85
October	231	142	62	73	130	136	122	94			63	55	64
November	166	131	71	69	115	140	97	96			58	48	
December	119	120	69	59	100	134	103	71					
ANNUAL AVERAGE	275	231	99	71	103	146	144	103	79	74	74	58	77
LOCATION	YUKON RIVER							DISASTER CREEK			CHANDALAR SHELF		

* 1984 figures are from DOT&PF traffic counter at Atigun River

DALTON HIGHWAY CORRIDOR MAINTENANCE AND IMPROVEMENTS



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

JUNE 1989

DRAFT

DALTON HIGHWAY CORRIDOR MAINTENANCE AND IMPROVEMENTS

Legislative intent in the 1990 Dalton Highway & Aviation operating budget states: "It is the intent of the Legislature that the Department should negotiate a cost recovery agreement with the North Slope oil producers for the maintenance of the Dalton Highway. If such an agreement is not negotiated by October 1, 1989, the Department shall initiate a toll, paid by the users of the Dalton Highway."

Several issues will need to be addressed if the road is to become a toll road: How should State regulations be revised to set up toll road? Will the toll facility be at the Yukon River, at the Fox Weigh Station, or elsewhere? Will users pay by weight or by axle? Do we charge the same fee to travel 50 miles as we charge for 350 miles? How do we set the fee to make sure revenue matches collection without frequent toll changes? Will all the users pay a toll, or will it be limited to vehicles servicing the oil fields? These issues will be difficult to resolve by the October 1 deadline.

The Legislature funded the Department \$160,000 in the 1990 capital budget for a toll facility. After the facility is set up, it will need to be staffed 24 hours a day. There will also need to be a part-time accountant to provide accounting for the tolls. The Legislature did not authorize additional operating funds for toll personnel. The cost for personnel, supplies, and maintenance of the toll facility will be \$263,000 in FY90 for 9 months and \$350,000 in FY91 for a full year. Thus, a toll facility will substantially increase the total cost of maintaining the road.

The alternative to building and staffing a toll facility is the negotiation of a cost recovery agreement with the North Slope oil producers. This would appear to be the most cost effective and expeditious alternative.

The financing of maintenance and capital improvements by the private sector has several precedents in Alaska. The Klondike Highway near Skagway was built by the State of Alaska. There has been intensive use of the highway by a Canadian mining company and it has been given the designation, "industrial use highway". The mining company and the State of Alaska have an agreement whereby the mining company is charged through an agreement based on "equivalent axle loads" for improvements needed to keep the road structurally sound. Similarly, Cominco, Ltd. is responsible, through prorated user fees, for the maintenance and operations costs of the state-owned DeLong Mountain Transportation System, a 55-mile road and an ocean port in western Alaska.

A cost recovery agreement needs to be preceded by an analysis of the maintenance and capital needs of the Dalton. Following is a list of those needs.

**DALTON HIGHWAY CORRIDOR
OPERATING & CAPITAL PROJECT NEEDS**

Base Restoration and Resurfacing Yukon River to Deadhorse	\$30,000,000
Reconstruction-Livengood to Yukon River	54,000,000
Yukon River Bridge Redecking	920,000
Chandalar Maintenance Shop Construction	3,000,000
Dalton Hwy Communications System	500,000
Dalton Hwy Culvert Repair/Replacement	1,000,000
Dalton Hwy Bridge Deck Repair	
Phase 1	775,000
Phase 2	729,000
Dalton Hwy Guardrail Repair	1,000,000
Dalton Hwy Permanent Snow Fence	1,200,000
Dalton Hwy Roadway Delineators	500,000
Gravel Products (annual)	200,000
10 Additional Seasonal Personnel (annual)	300,000
Additional Equipment Operating Cost (annual)	300,000
Additional Equipment Purchase	1,700,000
5 Water Tankers	240,000
1 Snow Blower	300,000
1 Backhoe	200,000
3 Graders	450,000
2 Vibratory Rollers	200,000
6 6" Water Pumps	120,000
1 Vacuum Truck	100,000
3 Belly Dumps	90,000

GENERAL FUND CAPITAL PROJECTS

Because of light use by the general public, the Dalton Highway generally ranks low when competing with other projects for limited capital improvement funding. Except for funds for the toll facility, the Dalton Highway has not received any capital improvement funding for the past two years (See Figure 1). No future funding is included in our Six Year Plan until 1992.

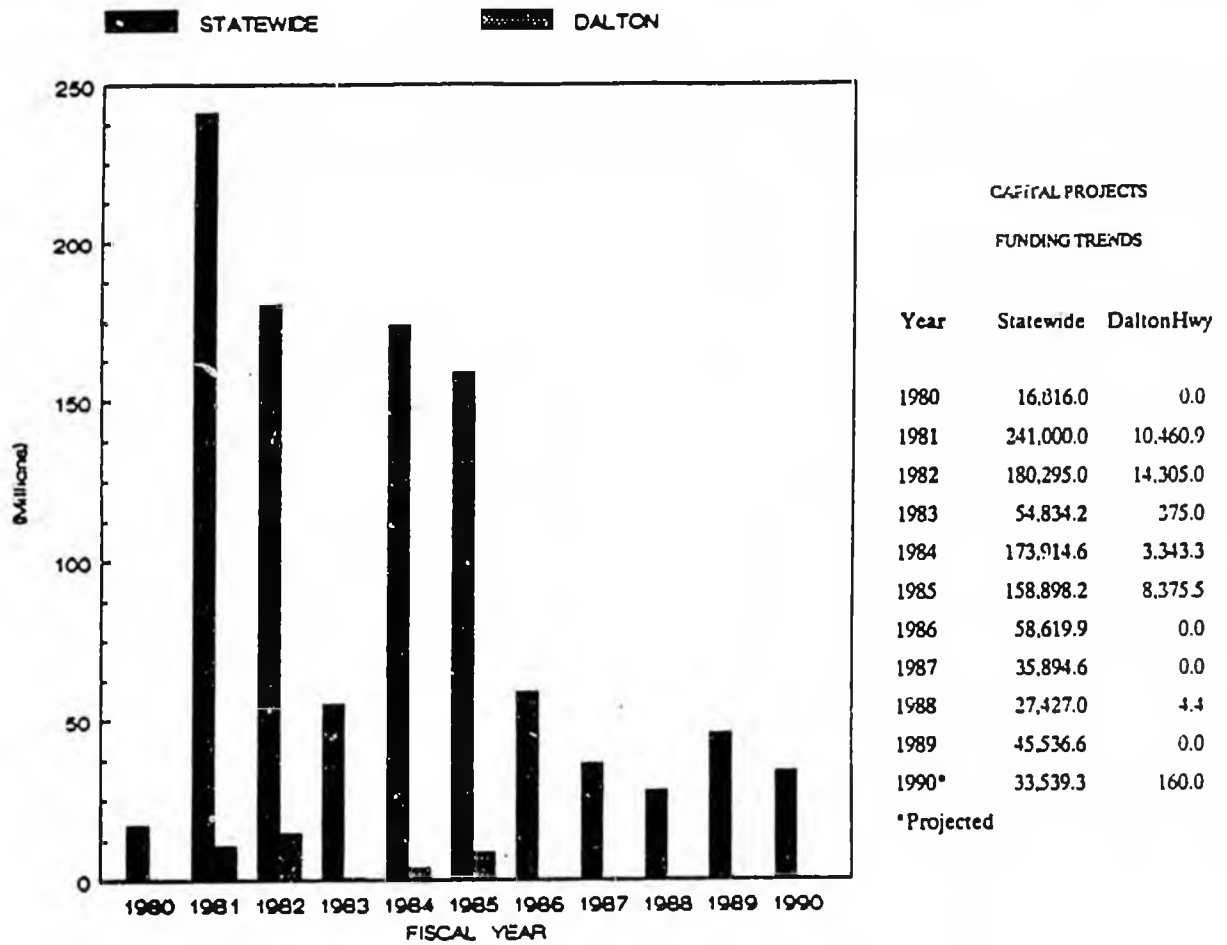
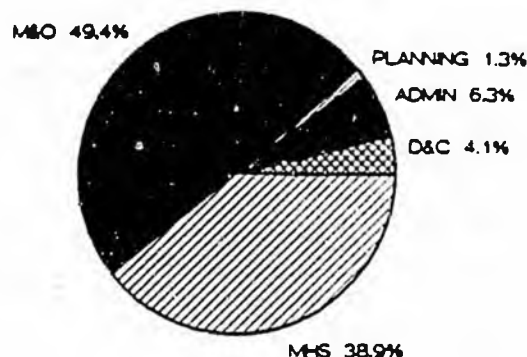


Figure 1: General fund appropriations to the Department for highways, aviation, marine transportation, and facilities. This includes match for Federal-Aid projects. Grant appropriations administered by the Department are not included.

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES BUDGET DISTRIBUTION

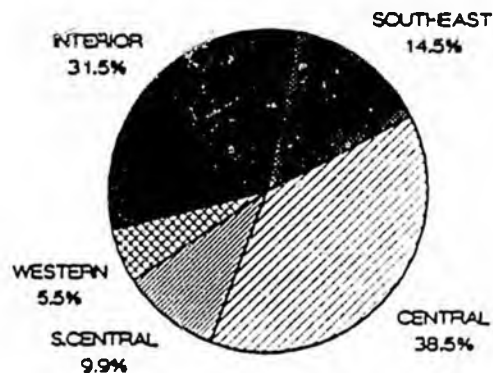
The Department of Transportation & Public Facilities (DOT&PF) received approximately \$160 million in general funds to fund operations for the current fiscal year. The following tables show the distribution of funding (in thousands) for FY90:

Administration	\$10,182.4
Planning & Research	2,042.4
Design & Construction	6,578.8
Maintenance & Operations	79,699.6
Marine Highway System	<u>62,761.9</u>
Total:	\$161,265.1



The 49% that is budgeted for highway, airport and facility Maintenance & Operations is distributed among five maintenance areas:

Central Region	\$30,681.3
Southeast Region	11,585.1
Interior District	25,123.4
Southcentral District	7,901.3
Western District	<u>4,408.5</u>
Total:	\$79,699.6



The Dalton Highway receives 26% of Interior District's budget: 21% or \$5,289.2 for the highways and 5% or \$1,215.0 for facilities.

HIGHWAY AND AIRPORT MAINTENANCE FUNDING TRENDS

The Dalton Highway carries only 1.5% of the State's total traffic yet receives 9.7% of DOT&PF's highway maintenance funding. The average annual expenditure per lane mile is \$5,583, nearly 50% higher than other Interior District roads. This is despite the fact that the facility is unpaved and has no illumination, traffic signs or other high cost maintenance items. Remoteness, climate and terrain are responsible for a portion of these high costs, however, a large portion is due to the current poor condition of the facility. It is estimated that annual maintenance expenditures will have to be increased from the current \$6.5 million per year to nearly \$11 million to provide an adequate maintenance level. The graphic representation below depicts a five-year trend for the Dalton Highway and Statewide highway and airport maintenance and operations.

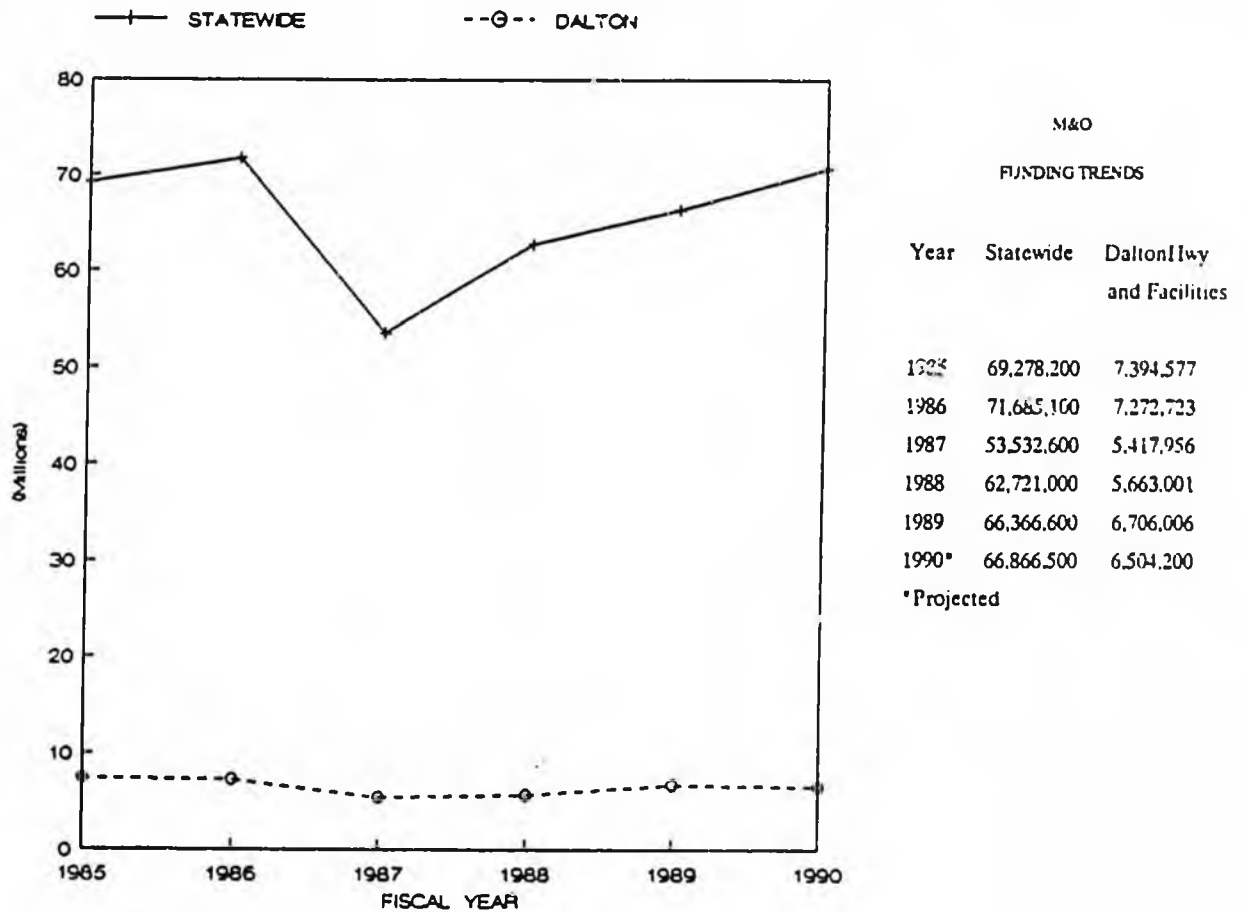


Figure 2: Funding shown reflects highway and airport maintenance and operations. Maintenance of DOT&PF and other State facilities are not included.

HIGHWAY AND AIRPORT MAINTENANCE FUNDING TRENDS

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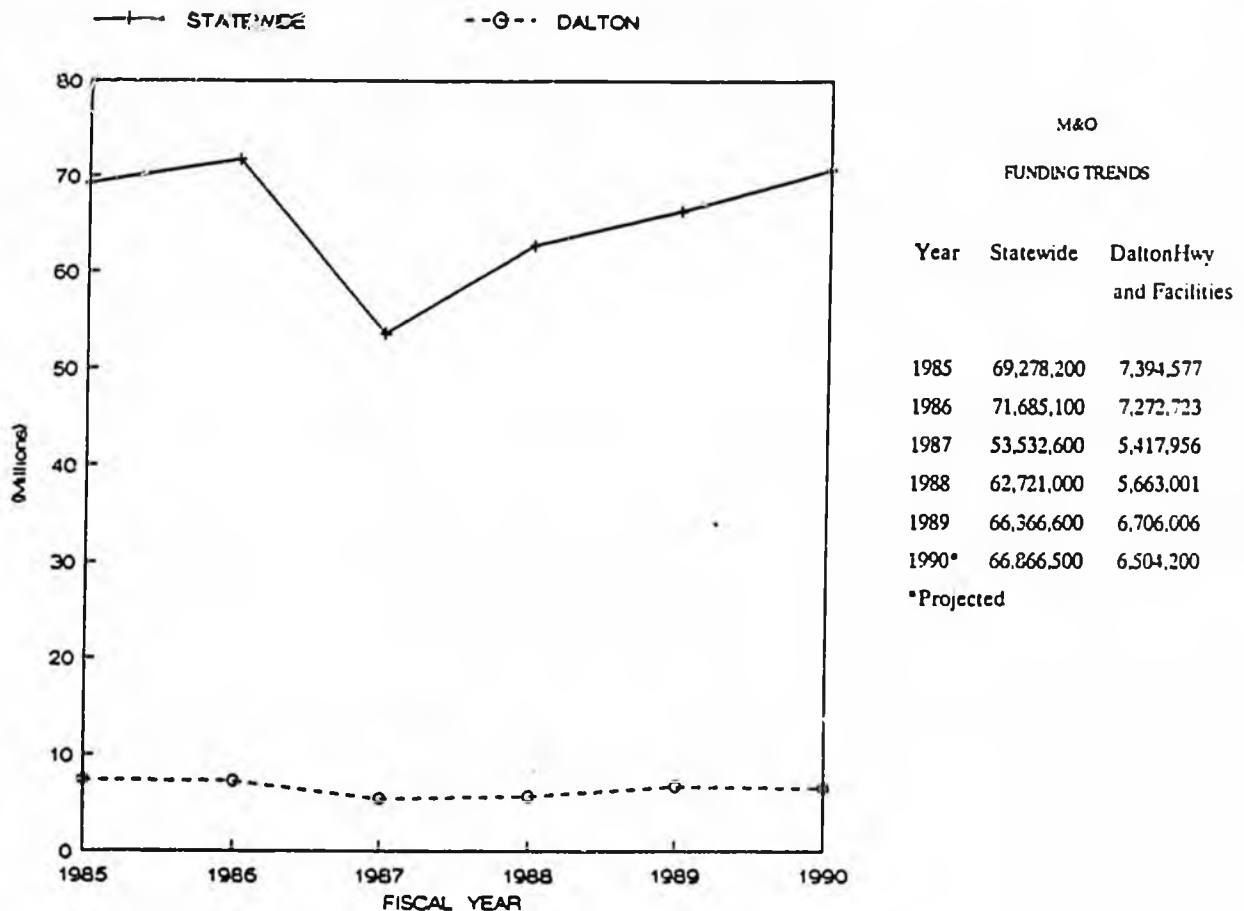


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**CHAPTER 30.
JAMES DALTON HIGHWAY
OPERATION**

Section

- 10. Permits required
- 20. Permit applications
- 30. Issuance of permits
- 40. Types of permits
- 50. Conditions and enforcement
- 60. Emergency services
- 70. Definitions

17 AAC 30.010. PERMITS REQUIRED. No vehicle, except an emergency vehicle, may use or travel upon the Dalton Highway, as defined in 17 AAC 30.070(4), without a permit issued to the owner or operator of the vehicle by the commissioner or his designated representative. (Eff. 10/15/78, Reg. 68; am 3/30/84, Reg. 89)

Authority: AS 19.05.010 AS 19.10.100
AS 19.05.020 AS 19.40.110
AS 19.05.030 AS 44.80.070
AS 19.05.040

17 AAC 30.020. PERMIT APPLICATIONS. Permit applications may be obtained from the department at its Fairbanks or Anchorage offices, or at other locations designated by the commissioner. (Eff. 10/15/78, Reg. 68; am 3/30/84, Reg. 89)

Authority: AS 19.05.010 AS 19.05.040
AS 19.05.020 AS 19.10.100
AS 19.05.030(1) AS 44.80.070

17 AAC 30.030. ISSUANCE OF PERMITS. Permits will be issued only for official, industrial, or commercial travel on the Dalton Highway, and only for vehicles which meet the following criteria to the satisfaction of the commissioner or his designated representative:

(1) conform with applicable state and federal statutes and regulations governing vehicles or highways;

(2) carry sufficient safe fuel to travel the Dalton Highway or written assurance of the availability of fuel to the vehicle along the road;

(3) carry adequate equipment reasonably necessary to make minor repairs, prevent accidents, and minimize injury to persons and property including, but not limited to, the following:

(A) two mounted spare tires for each size wheel on the vehicle;

(B) tire-changing tools and jacks;

(C) six red 15-minute flares except when otherwise prohibited by law;

(D) six emergency reflectors;

(E) one spare headlight;

(F) tire chains for each driving wheel from October 1 to May 1;

(G) arctic gear and clothing for each person in the vehicle from October 1 to May 1;

(H) a reasonable supply of emergency food, water, and medical supplies for each person in the vehicle. (Eff. 10/15/78, Reg. 68; am 3/30/84, Reg. 89)

Authority: AS 19.05.010 AS 19.05.040
AS 19.05.020 AS 19.10.100
AS 19.05.030(1) AS 19.40.100

17 AAC 30.040. TYPES OF PERMITS. When the commissioner or his designated representative determines that it is in the best interest of the state and that the public health, safety, and welfare, including the safety of traffic on the Dalton Highway, will be adequately protected, one of the following two types of permits will be issued for vehicles which meet the criteria of 17 AAC 30.030:

(1) a single-trip permit to allow the vehicle to use and travel upon the Dalton Highway on dates specified in the permit, either for a round trip or a one-way trip;

(2) an annual permit to allow the vehicle to use and travel upon the Dalton Highway for one year from the date of issuance of the permit. (Eff. 10/15/78, Reg. 68; am 3/30/84, Reg. 89)

Authority: AS 19.05.010 AS 19.05.040
AS 19.05.020 AS 19.10.100
AS 19.05.030(1)

~~**17 AAC 30.050. CONDITIONS AND ENFORCEMENT.** (a) Permits issued under this chapter will include conditions and provisions which the commissioner or his designated~~

(5) "official travel" means travel by vehicles engaged in official government business or university affiliated research. (Eff. 10/15/78, Reg. 68)

Authority: AS 19.05.010

AS 19.10.100

AS 19.05.020

AS 28.05.010(4)

AS 19.05.040

17 AAC 30.050. CONDITIONS AND ENFORCEMENT. (a) Permits issued under this chapter will include conditions and provisions which the commissioner or his designated representative determines to be necessary to protect the health, safety, and welfare of the public and travelers on the road. Permittees must agree to comply with these conditions and provisions as well as all applicable state and federal laws by signing the permit.

(b) The permittee shall indemnify and hold harmless the state and its representatives, agents, and employees from all suits, actions, or claims of any character brought because of any injuries or damages sustained by any person or property in consequence of any act or omission, in any way related, directly or indirectly, to the issuance or use of the permit, of the permittee, its representatives, agents or employees, or of the State of Alaska, its representatives, agents, or employees, or of any other person. Each permit will include this provision in its terms, and the provision must be accepted by the permittee by execution of the permit.

(c) Enforcement of this chapter and the conditions specified in a permit, including inspection of vehicles to ascertain compliance with those conditions and with the requirements of sec. 30 of this chapter, will be performed by any officer of the Alaska State Troopers or other designated representative of the commissioner.

(d) Any violation of permit provisions or any falsification of statements on a permit application may result in the immediate revocation of the permit and may result in denial of future permit applications for the vehicle, operator, or owner, as appropriate.

(e) The owner or driver, or both, of any vehicle which uses or travels upon the North Road without a permit, in violation of sec. 10 of this chapter, is guilty of a misdemeanor under AS 19.05.140. (Eff. 10/15/78, Reg. 68)

Authority: AS 19.05.010 AS 19.05.140
AS 19.05.020 AS 19.10.100
AS 19.05.040 AS 28.05.010(4)

17 AAC 30.060. EMERGENCY SERVICES.

(a) A permittee must agree to pay all costs for emergency services furnished by the state. The

state will provide emergency services only if no other means of assistance is available. The issuance of a permit does not obligate the state to provide emergency services.

(b) A permittee must provide for removal of his stalled vehicle from the North Road within a reasonable time or the department will provide for its removal at the permittee's expense. (Eff. 10/15/78, Reg. 68)

Authority: AS 19.05.010 AS 19.10.100
AS 19.05.020 AS 28.05.010(4)
AS 19.05.040

17 AAC 30.070. DEFINITIONS. As used in this chapter

(1) "commissioner" means the commissioner of transportation and public facilities;

(2) "emergency vehicles" means wreckers, tow cars, ambulances or other vehicles called by the Alaska State Troopers or another authorized representative of the commissioner to assist in particular emergency situations;

(3) "industrial, or commercial travel" means travel

(A) necessary and related to oil and gas exploration and development or support of those activities; or

(B) necessary and related to mineral exploration and development or support of those activities, providing the applicant has obtained all necessary prospecting and/or mining permits; or

(C) necessary and related to agricultural development and support of that activity; or

(D) necessary and related to access by local residents to their property; or

(E) by a vehicle engaged in mass transportation and certified by the Alaska Transportation Commission as a common carrier or which is a private or contract carrier in compliance with AS 42.10 and 3 AAC 62 - 3 AAC 76;

(4) "North Road" means the North Slope Haul Road from the north bank of the Yukon River to Deadhorse;

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		<i>Wm S. Spraker</i>	
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PURPOSE:

To provide a standard procedure for issuing permits to use the restricted portion of the James Dalton Highway and for performing the functional duties and responsibilities of the checkpoint personnel in accordance with Title 17, Chapter 30 of the Alaska Administrative Code (AAC), and Alaska Statutes (AS) 19.40.

POLICY:

It is the policy of the department to institute and maintain a permit and checkpoint control system to ensure that only official, industrial or commercial traffic is allowed on that portion of the Dalton Highway closed to public use as designated by the Commissioner.

Consistent with the requirements of AS 19.40, all travel on the restricted portion of the Dalton Highway must be necessary and directly related to allowable activities, as further defined below and in 17 AAC 30.070.

Permits obtained under false pretenses, or used by other than authorized permittees or to access the restricted portion for purposes other than those permitted may result in permanent permit revocation.

DISTRIBUTION:

All holders of the DOT&PF Administrative Manual of Policies and Procedures.

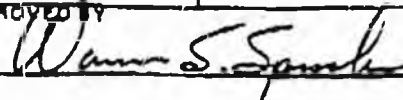
PROCEDURES:

1. Designated Contact Person
 - A. An individual from the Division of Maintenance and Operations, Northern Region, will be designated as the official "Contact Person" for the Dalton Highway Permit System. This individual will be responsible for overseeing the permitting system and serve as the contact point for public inquiries.

2. Travel Purposes
 - A. The following list identifies the general purposes for which permits to travel on the restricted portion of the James Dalton Highway can be issued:
 - i) Travel necessary and related to oil and gas exploration and development or support of those activities, so long as the applicant has obtained all necessary permits.

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- i) Travel necessary and related to mineral exploration and development or support of those activities, so long as the applicant has obtained all necessary prospecting and/or mining permits.
- iii) Travel necessary and related to agricultural development and support of those activities, so long as the applicant has obtained all necessary permits.
- iv) Travel necessary and related to access by local residents to their property, irrespective of whether they are permanent or seasonal residents.
- v) Travel by individuals engaged in official government business, or university affiliated research.
- vi) Travel by motor carriers engaged in commerce, including bona fide common carriers, contract carriers, private carriers, and exempt carriers.
- B. Since it is impossible to envision all of the possible cases for which a permit could be issued, the above list is not meant to be all inclusive. Any application for a reason not explicitly addressed by this list must be approved by the Director, Maintenance and Operations, Northern Region.
- C. The following list provides additional clarifications on how to treat permit requests for one of the reasons noted in Sec. 2.A.:
- i) Oil and Gas - periodically, there will be requests from those stating they have a contract with Alyeska, ARCO, SOHIO, etc., or that they are working for a company at Prudhoe. These must be handled keeping in mind that employment at Prudhoe does not automatically entitle an individual to a Dalton Highway permit. These applications must have a letter from their employer or contracting agency stating their destination(s) and reason for the travel. Contact the Director, Maintenance and Operations, Northern Region, or the Contact Person, for those who do not, or for those which raise uncertainty. Copies of the letter will be attached to our copy of the permit.
- ii) Oil and Gas - Alyeska vehicles will continue to utilize their fleet permit for those vehicles clearly marked and no window decal will be required.

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iii) Mining Activity - neither the Bureau of Land Management (BLM), nor the Department of Natural Resources (DNR) require permits in order to prospect or stake a mining claim. In order for an individual to obtain a Haul Road permit for these purposes, they must go to the appropriate agency, obtain the necessary application and/or site location notice paperwork from the appropriate agency and present it to us in a completed form. This procedure will be followed for those who have not previously had a Dalton Highway permit for this purpose, or those filing a new claim. However, those coming back for permit renewal to access the same claim must have proof of:

- A validly recorded mining claim; or
- A current recorded annual assessment if the original recording of the claim is more than one year old.

This information can be in one of two forms:

- The applicant produces the required paperwork for inspection, including recorded proof of annual assessment if applicable; or
- The applicant produces a letter from the appropriate agency that the individual has a validly recorded claim and/or up-to-date assessment work.

Finally, obtain copies of presented paperwork for attachment to our copy of permit.

- iv) Agricultural - the State's Division of Agriculture will be utilized to determine the validity of requests for agricultural permits.
- v) Local Residents - proof of residency will be required. This can be in the form of a recorded deed or the address from a driver's license. Although other proof may be acceptable, consult the Director, Maintenance and Operations, Northern Region, or the Contact Person, prior to permit issuance. Copies of acceptable proof will be attached to our copy of the permit.

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vi) Official Government Business - use of privately owned or rented vehicles by anyone stating they are on official government business must be accompanied by a letter, on agency letterhead (if a State of Alaska agency, the State memo format will suffice), signed by an appropriate official of that agency. The letter must contain:

- Dates of travel;
- Purpose of travel; and
- Statement that the purpose of the travel and need for the permit is to conduct official agency business.

A copy of this letter will be attached to our copy of the permit.

vii) Official Government Business - the regulation is specific that all vehicles except emergency vehicles operating north of Dietrich shall have a permit. This applies to all Federal, State and local government vehicles, including State of Alaska maintenance vehicles. Issuance of such permits is not a problem since by law such vehicles are for official use only.

viii) University Affiliated Research - an applicant must submit a letter, on the institution's letterhead, signed by the department head, containing:

- Date of travel;
- Purpose of travel; and
- Statement that the purpose of travel and need for a permit is to conduct university affiliated research.

A copy of this letter will be attached to our copy of the permit.

ix) Motor Carriers - permits will be issued for the purpose of commercial mass transportation and for those purposes which previously qualified as common, contract, private or exempt carriers under the now defunct Alaska Transportation Commission, including tour bus operators. The following criteria should be used to determine qualified applicants:

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- Valid Alaska business license;
- Valid Alaska commercial vehicle license;
- The transportation activity must fit within one of the carrier definitions contained in AS 42.10.420 (See attached AG informal opinion, dated April 30, 1986); and
- The commercial activity to be engaged in must require access to general Dalton Highway area.

x) Motor Carriers - annual permits may be issued to vehicles engaged in pilot car services as a business. Other vehicles used as pilot cars may be issued a single trip permit, providing the person requesting the permit can furnish a valid oversize permit issued by the Department of Commerce Permit Office, documenting the need for a pilot car.

xi) News Media - all such requests must be approved by the Director, Maintenance and Operations, Northern Region.

3. Issuance of Permits

- A. Those persons authorized to issue permits for travel on the restricted portion of the James Dalton Highway will strictly adhere to the provisions of AS 19.40, 17 AAC 30, and this policy and procedures document.
- B. An applicant must fill out the standard permit application form and produce a valid driver's license for identification. Applicants representing organizations or companies must have a written document (e.g., signed letter on agency/company letterhead) demonstrating their authorization to make a permit request.
- C. The application will be reviewed for completeness, with particular emphasis on the purpose of travel. Justification must be provided explaining why the proposed travel is necessary. Clarifying questions should be asked if necessary. In order to be approved for a permit, the purpose of travel must be in strict compliance with AS 19.40 and 17 AAC 30. The Justification for Access section of the permit must be filled out, with an accompanying written explanation included on the permit document.

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- D. Annual permits may be issued to vehicles making repetitive trips to and from Deadhorse or to facilities within the permitted area (i.e., pump stations).
- E. Vehicles making occasional trips will be given a single trip permit and identification dash marker for use within a specified period of time based on the purpose of travel.
- F. Vehicles being transported to or from the Deadhorse/Prudhoe Bay area for the purpose of being utilized on a full-time basis in that general area only will be given single trip permits. Annual permits will be issued for vehicles needed in allowable operations from the Deadhorse/Prudhoe Bay area to other locations along the road.
- G. All permits will be issued for a single vehicle and individual only, and are not transferable. Requests for multi-individual permits will be considered on a case-by-case basis. In the case of commercial trucking companies, Alyeska Pipeline Service Company, and government agencies, this requirement is waived insofar as permitting the individual. In these cases, the permit will be for a specific vehicle only. Additional waivers will be considered if justified, such as for owner-operators who use different drivers. All waivers and multi-individual permit requests must be approved by the Director, Maintenance and Operations, Northern Region.
- H. All permittees will be instructed at the time of issuance about the procedures to follow north of the checkpoint and that travel by permittees north of the checkpoint must be necessary and related to those activities for which the permit was issued. All permittees will also be provided a brochure with more detailed information. (NOTE: Brochure is not available as of 7/1/86.)
- I. Unless an applicant's stated purpose for the permit takes him or her to Deadhorse, you will need to define the northernmost limit of authorized travel, and note this information on the permit document. A permit for business just north of Dietrich, for example, does not authorize travel on the remainder of the highway.
- J. These procedures are intended to provide direction and guidance in issuing permits for straightforward, clearly understood requests. For those requests which the intent or purpose is not clearly understood and satisfactory to the

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issuing person, the Director, Maintenance and Operations, Northern Region, or the Contact Person, should be contacted.

4. Checkpoint Procedures

- A. Log each vehicle on the daily log form, including the name of individual and trip destination.
- B. Inspect the owner's (hard) copy of permit for:
 - i) Valid dates;
 - ii) Valid signature;
 - iii) Permit matching vehicle license number, vehicle make, model, color and description;
 - iv) In the case of annual permits, whether permit and window decal match; or in the case of single trip permits, whether permit and dash marker match;
 - v) Check the vehicle operator's driver's license to ensure that it is the same name and license number as on the permit. In the case of commercial trucking companies, Alyeska, or government agencies, this requirement is waived since the permits are not in the drivers' names.
- C. Ask the purpose for the trip and destination, if appropriate, and check against the authorized use and destination listed on the permit.
- D. Inform those who do not meet the above requirements that they may not proceed.
- E. Do not attempt to physically stop uncooperative travellers from proceeding past the checkpoint. Inform them as to why they do not meet the requirements and notify the Alaska State Troopers, Coldfoot Detachment, and the Contact Person at the Division of Maintenance and Operations, Northern Region, if they proceed. Note all such occurrences in the daily log, including time of apparent violation and successful contact with the designated personnel.
- F. Question permittees with off-road vehicles (ORV) as to their intended use and note the statutory prohibition against ORV use within five miles either side of the road, unless it is related to oil and gas exploration or they hold a mining

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claim. Notify the Alaska State Troopers, Coldfoot Detachment, of any permittee who passes the checkpoint with an ORV, but does not possess a permit for one of the authorized ORV uses. Note all such occurrences in the daily log.

- G. Local Department of Transportation and Public Facilities maintenance vehicles and Public Safety vehicles will not be required to stop at the checkpoint as long as they are clearly marked.

5. Authorized Permits List

- A. Every reasonable effort will be made by the Division of Maintenance and Operations, Northern Region, to maintain a up-to-date list of current permits. A copy will also be kept at the checkpoint facility. Included in this list will be information on the permit holder, driver's license number, vehicle make and license number, whether the permit is single use or an annual permit, expiration date, and the purpose(s) and northernmost location or area for which the permit is issued.
- B. This list will be used to run cross-checks on suspicious travellers as identified by checkpoint personnel, DOT&PF or Public Safety officials, Alyeska officials, North Slope Borough officials, or others who notify the checkpoint personnel or the Contact Person at the Division of Maintenance and Operations, Northern Region. If the cross-check uncovers inconsistent information between what is observed versus the data base, DOT&PF personnel shall notify the Alaska State Troopers, Coldfoot Detachment, and indicate the nature of the apparent permit violation.
- C. Checkpoint personnel will also conduct random cross-checks of actual traffic as time permits.
- D. Copies of all permits issued will be provided checkpoint personnel and the North Slope Borough on a weekly basis between July 1 and October 1. Copies of all permits issued will be provided the North Slope Borough as frequently as necessary during the remainder of the year, but at least once every month.

6. Permit Suspension/Revocation (NOTE: This section is not in force until appropriate changes are made to 17 AAC 30.070.)

- A. Clear and documented cases of a permit being obtained under false pretenses will result in immediate permit revocation.

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- B. Clear and documented cases of a permit being used to access the restricted portion of the Dalton Highway for purposes other than those for which the permit was issued, or being used by other than authorized permittees will result in the following action against the permittee:
 - i) A first time offense will result in a ten day suspension.
 - ii) A second time offense will result in a thirty day suspension.
 - iii) A third time offense will result in a full year suspension.
 - iv) A fourth time offense will result in permanent revocation.

- C. Any decision to suspend or revoke a permit must be approved by the Director, Maintenance and Operations, Northern Region.

- D. Any decision to suspend or revoke a permit may be appealed to the Deputy Commissioner, Northern Region. A decision by the Deputy Commissioner will be made within 15 days of receipt of an appeal request, and will constitute the final administrative decision of the department.

- E. A permit suspension or revocation on the grounds of using the permit for purposes other than those for which the permit was issued must be based on evidence that the permittee's primary trip purpose was for an unauthorized reason. Engaging in activities not related to the purpose for which the permit was issued, such as fishing or picnicking, does not constitute sufficient grounds for permit suspension or revocation so long as those activities are incidental to a trip for the purpose authorized under the permit.

- F. These provisions apply to holders of both annual and single trip permits. Penalties will be applied against repeat offenders consistent with Sec. 6.B., regardless of whether different permits are involved in the violations.

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

ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES REGIONS

AND
MAINTENANCE STATIONS
JULY, 1983

PREPARED BY THE
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
STANDARDS AND STATEWIDE PROGRAMS

LEGEND

- EXISTING HIGHWAY SYSTEM.....
- RAILROAD.....
- FERRY ROUTE.....
- D.O.T. REGION
- D.O.T. MAINTENANCE STATIONS JUNEAU
- D.O.T. DISTRICT BOUNDARY

