

**HB**

**168**

**HOUSE COMMITTEE REPORT**

(7)

Date Referred to Committee: February 28, 2007

**FURTHER REFERRALS: Labor and Commerce  
Finance**

Date of Committee Action: March 6 2007

The TRANSPORTATION Committee considered:

HB 168

HOUSE BILL NO. 168

LAND TRANSFERS ALASKA RR & DOTPF

"An Act authorizing two exchanges of land between the Alaska Railroad Corporation and the Department of Transportation and Public Facilities; and providing for an effective date."

Recommends it be replaced with  HCS or  CS for \_\_\_\_\_ (\_\_\_\_\_)  
 For Senate Bills with new title:  Technical Title  New Title: HCR \_\_\_\_\_  Same Title  New Title

- attach amendments
- add new referral to \_\_\_\_\_ Committee
- Letter of Intent \_\_\_\_\_ Committee

List of Abbrev for Depts.:  
 ADM  
 CED  
 COR  
 CRT  
 EED  
 DEC  
 DFG  
 GOV  
 HSS  
 LWF  
 LAW  
 LEG  
 MVA  
 DNR  
 DPS  
 REV  
 DOT  
 UA

<u>NEW FISCAL NOTES</u> *Assigned by Chief Clerk's Office				
List by Dept(s):	*FN#	Fiscal	Indet.	Zero
DOT				✓
CEC				✓

<u>PREVIOUS FISCAL NOTES</u>				
List by Dept(s):	FN#	Fiscal	Indet.	Zero

<u>Signing with recommendations</u>	Printed Last Name	DP	DNP	NR	AM
<i>Anna J. Fairclough</i>	FAIRCLOUGH	✓			
<i>Craig Johnson</i>	Johnson	✓			
<i>Robert Johnson</i>					
<i>Mark Wilson</i>	Wilson	✓			
<i>Nike Doogan</i>	Doogan	X			
Chair: <i>Kyle Johnson</i>	Johnson	X			
Chair: <i>Kyle Johnson</i>	Johnson	X			

# Alaska State Legislature



## HOUSE TRANSPORTATION COMMITTEE

### House Bill 168: DOT and RR Land Swap

House Bill 168 would authorize the Alaska Railroad Corporation (ARRC) to exchange approximately ten acres of land with the Department of Transportation and Public Facilities (DOTPF) to accommodate two DOTPF projects. The Parks Highway Improvement project in Wasilla and the Heavy Aircraft Cargo Apron project at the Fairbanks International Airport both require an adjustment to the Alaska Railroad's track and right-of-way lands. This legislation ensures that all the appropriate titles to property can be in place for both of these important DOTPF projects.

The Alaska Railroad Corporation Act, Alaska Statute 42.40.285, requires Legislative approval for the ARRC to "exchange, donate, sell or otherwise convey its entire interest in land".

#### **Section 1: Parks Highway Improvement Project**

Section 1 conveys approximately 6.3 acres of ARRC property adjacent to the Parks Highway to DOTPF. The widening and lane improvements to the Parks Highway required relocation of a portion of the Alaska Railroad mainline in the vicinity of Wasilla Lake. DOTPF acquired the necessary property south of the existing 200-foot Alaska Railroad right-of-way. The ARRC was able to relocate its tracks to this property just south of its original alignment. Once the railroad was relocated, DOTPF was able to complete construction of the improvements to the Parks Highway. The project is complete.

#### **Section 2: Fairbanks International Airport Heavy Aircraft Cargo Apron**

Section 2 would convey approximately 3.3 acres of ARRC property to DOTPF to accommodate construction of the new Heavy Aircraft Cargo Apron. Fairbanks International Airport is 43<sup>rd</sup> in the nation for the amount of landed weight, serves nearly a million passengers and has 17 airlines operating at the facility. Replacing the currently inadequate heavy aircraft cargo apron located next to the airport terminal is part of the planned construction upgrade and expansion of the Fairbanks International Airport. Of the four current aircraft parking positions, two interfere with the taxiway and create a potential safety risk. Expansion of the terminal will create additional interference with the third parking position. To eliminate a potential safety hazard and accommodate the airport expansion, the DOTPF is planning to construct a new heavy aircraft cargo apron on ARRC property adjacent to the airport. This proposed land exchange of approximately 3.3 acres will allow for the construction of a heavy aircraft cargo apron that will provide parking for four large cargo planes and be designed to handle the weight and size of the largest cargo planes. DOTPF must have a legally sufficient title interest to property in order to comply with Federal Aviation Administration (FAA) grant assurances and funding participation requirements. Construction of this project will begin this summer.

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: HB168-DOT-CO-03-02-07  
 ( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
 Title Land Transfers Alaska RR & DOTPF RDU Admin and Support (3330)  
 Component Commissioner's Office  
 Sponsor House Transportation Committee  
 Requester H TRA Component No 530

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0  
 Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal.

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This bill has no financial impact on DOT&PF

Prepared by: Mary Siroky Phone 465-4772  
 Division Commissioner's Office Date/Time 3/02/07 3:50pm  
 Approved by: John MacKinnon Date 3/2/2007  
 Agency Department of Transportation and Public Facilities

# FISCAL NOTE

**STATE OF ALASKA**  
**2007 LEGISLATIVE SESSION**

Fiscal Note Number: HB168-COM-ARRC-03-01-07  
 Bill Version: HB 168  
 ( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: Commerce  
 Title Land Transfers Alaska RR and DOTPF RDU \_\_\_\_\_  
 Component Alaska Railroad Corporation  
 Sponsor Transportation  
 Requester Transportation Component No. \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
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<b>CHANGE IN REVENUES ( )</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
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1002 Federal Receipts						
1003 GF Match						
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<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

**POSITIONS**

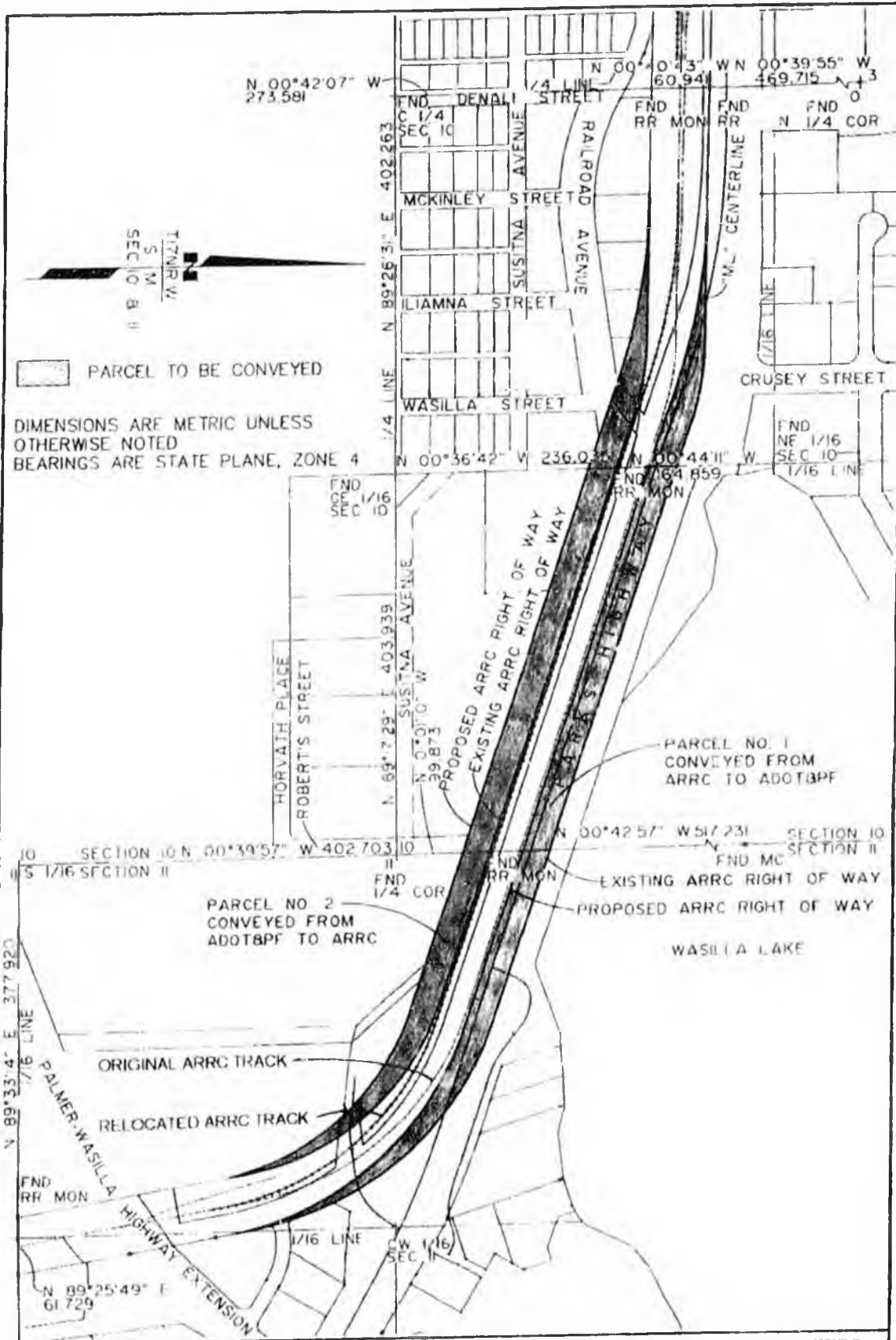
Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This legislation would authorize the Alaska Railroad Corporation (ARRC) to exchange approximately ten acres of land with the Department of Transportation and Public Facilities (DOTPF) to accommodate two DOTPF projects. The Alaska Railroad Corporation (ARRC) is a public corporation supported by revenues generated through its freight, passenger and real estate services. ARRC does not receive state funding for operations or capital improvements.

Prepared by: Wendy Lindskoog, Assistant Vice President, Corporate Affairs Phone 907.265.2498  
 Division Alaska Railroad Corporation Date/Time 3/1/07 2:54 PM  
 Approved by: Emil Notti, Commissioner Date 3/1/2007  
 Agency Commerce, Community, and Economic Development

# PRELIMINARY



**PARKS HIGHWAY - WASILLA**  
**PROJECT SUMMARY STATEMENT**

The Parks Highway is a rural interstate highway that provides a connection between the major cities of Anchorage, Wasilla and Fairbanks. This project, located between the intersection with the Glenn Highway and the City of Wasilla, is the primary highway between Anchorage and Wasilla. This portion of the Parks Highway was originally constructed in 1971 and 1972 as a two-lane rural highway. In 1996, the highway was widened between Palmer-Wasilla Highway and Crusey Street to four lanes. This project reconstructed the portion of the Parks Highway between Seward Meridian Parkway and Crusey Street.

The recent project is the third segment of the Parks Highway reconstruction from the Glenn Highway through the City of Wasilla's central business district. This project reconstructed the Parks Highway from Seward Meridian Parkway (Seward Meridian) to Crusey Street. This section of the Parks Highway is located within a commercial district of the City of Wasilla. To be consistent with the adjacent commercial development, the character of the highway changes at Seward Meridian from a high-speed (55 mph) rural highway to an intermediate speed (45 mph) urban highway providing access at specified locations. The project includes frontage roads improved or constructed adjacent to, and parallel with, the Parks Highway, as appropriate for access to adjoining properties.

The Department constructed a five-lane highway: two lanes northbound and two lanes southbound with a median two-way left turn lane. Additional improvements include: reconstructed or new two-lane, two-way, frontage roads; a grade-separated interchange at Seward Meridian Parkway; a continuous pathway on the highway's north side; relocation of approximately  $\frac{3}{4}$  of a mile of railroad track; and highway and intersection illumination. This 3.4 mile segment transitions from the four lane divided highway to the east to a lower-speed segment passing through the center of Wasilla. The Department completed construction of the project in 2006.

The total project cost is approximately \$55,697,000.





## HEAVY AIRCRAFT CARGO APRON

### \*PROJECT DESCRIPTION\*:

Work under this project will include the design and construction of a new 26.5 acre cargo apron area at the south end of the west ramp and extension of Taxiway "A" approximately 1,000 feet to provide access. The apron will accommodate four B-747 on concrete hardstands. Ancillary work will include the construction of fencing, access roads, snow storage areas and subsurface drainage systems.

### \*PROJECT JUSTIFICATION\*:

Transient heavy aircraft parking is provided on the apron south of the terminal building. Recent inspections of the pavement in this area determined that the apron has reached the end of its design life and requires rehabilitation or total reconstruction. In addition, two of the existing four hardstands penetrate the FAR Part 77 transition surface.

Also, three of the four existing four hardstands will be rendered inoperable this summer due to the southern expansion and construction of the passenger terminal resulting from the Terminal Area Development Project. The remaining old hardstand will be operationally conflicted when during passenger operations on the south end of the passenger terminal.

The project site is in an un-developed area of the airport and it is anticipated that these improvements will permit the private development of underutilized land by providing access to the airside from these properties. This development will expand the potential revenue base for airport operations by opening additional lease acreage, affording warehousing opportunities, and assuring short and long-term heavy aircraft parking.



2006

Fairbanks North Star Borough  
Comprehensive Economic Development Strategy

The preparation of this strategy was financed in part by funds received from the State Department of Community and Economic Development, Division of Community and Business Development and the Alaska Industrial Development and Export Authority.

Adopted September 14, 2006

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        GOAL II - Environmental Enhancement - To sustain and improve the quality of the region's natural environment by being wise stewards of resources and habitat. .... 11

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## Chapter One: Introduction

This Comprehensive Economic Development Strategy (CEDS) represents the community's economic development vision, and is adopted into the FNSB's long term Comprehensive Land Use Plan. The Goals, Objectives, Strategies, and Actions contained in the CEDS are the means to realizing this vision. From agriculture and mining to technology and cold climate research, these strategies reflect the diversity of the FNSB's economy.

### The Fairbanks North Star Borough Economic Development Commission

The FNSB Economic Development Commission is tasked with developing and maintaining the community's CEDS. The FNSB Mayor serves as the commission's chair and appoints six voting commission members, the FNSB Assembly Presiding Officer appoints the remaining two voting members.

#### Members of the 2005-06 FNSB Economic Development Commission:

##### Chair:

<u>Name:</u>	<u>Ethnicity</u>	<u>Sex</u>	<u>Representing</u>	<u>Term</u>
Mayor Jim Whitaker	White	M	FNSB Local Government	(12/06)

##### Appointed by the Mayor:

<u>Name:</u>	<u>Ethnicity</u>	<u>Sex</u>	<u>Representing</u>	<u>Term</u>
Mayor Steve Thompson	White	M	City of Fairbanks Local Government	(12/07)
Mayor Jeff Jacobson	White	M	City of North Pole Local Government	(12/07)
Harold N. Brown, Esq.	Alaska Native	M	Tanana Chiefs Conference Alaska Native Social Services	(12/06)
Daniel S. Osborn	Alaska Native	M	Doyon Ltd. Alaska Native for Profit	(12/06)
Jeffrey J. Cook	White	M	Flint Hills Resources Oil and Gas Industry	(12/08)
John C. Poole	White	M	University of Alaska Education	(12/07)

##### Appointed by the Presiding Officer:

<u>Name:</u>	<u>Ethnicity</u>	<u>Sex</u>	<u>Representing</u>	<u>Term</u>
Hank Bartos	White	M	FNSB Assembly/small business	(12/06)
Torie Foote	White	F	FNSB Assembly/Education Health Services	(12/06)

## **CEDS Development Process**

In June of 1999, over 300 Fairbanks North Star Borough (FNSB) residents attended an Economic Summit focused on developing an economic development vision for the FNSB; a vision that would serve as the foundation for the CEDS. Special care was taken to include all segments of the FNSB community.

The summit participants developed most of the Goals, Objectives, and Strategies contained in the current CEDS. The seventeen members of the FNSB Economic Development Commission (EDC) refined and expanded these Goals, Objectives, and Strategies, incorporating them into the current CEDS document. This document was considered and recommended by the FNSB Planning Commission and, in 2001, approved by the Fairbanks North Star Borough Assembly.

To ensure the CEDS's Goals, Objectives, and Strategies remained relevant, and to identify new opportunities for economic development, in 2004 the FNSB's Alaska Regional Development Organization (ARDOR) updated the 2001 CEDS. This process involved surveying local community and business leaders, community groups and economic development oriented organizations. This survey sought to capture the community's vision for its economic development future. This input has been incorporated into the 2005 CEDS.

In February 2005, the FNSB EDC reviewed and approved the proposed CEDS. This was followed by a public comment period. During this time, the FNSB ARDOR made a series of public presentations to FNSB community, economic development and business groups. In total, over 100 members of the FNSB community commented on the proposed CEDS.

Upon completion of the public comment process, the FNSB ARDOR incorporated the comments into the final draft of the CEDS, which was then presented to the FNSB Planning Commission at a public hearing. On May 3, 2005 the FNSB Planning Commission recommended that the FNSB Assembly adopt the proposed CEDS, as amended.

On June 16, 2005 the FNSB Assembly adopted the CEDS into Chapter Two of the FNSB Comprehensive Land Use Plan. Following adoption of the CEDS, the FNSB ARDOR provided the 2005 CEDS to the Federal Economic Development Administration (EDA) for their review. The EDA approved the CEDS November 29, 2005.

In 2006 the FNSB ARDOR conducted its annual review of the CEDS with the FNSB Economic Development Commission, Planning Commission, and Assembly. Minor changes were recommended by each body and have been incorporated into the present document.

**Integrating the CEDS into the Alaska State and other Economic Development programs.**

The CEDS is regularly referred to by the Fairbanks Economic Development Corporation (FEDC), the Fairbanks North Star Borough Economic Development Commission, and other local community and economic development organizations as they develop their work plans and consider development projects. The CEDS is incorporated into the Fairbanks North Star Borough Regional Comprehensive Plan as its economic development implementation strategy. The Planning Commission and Fairbanks North Star Borough Assembly refer to the CEDS for guidance in their respective community and economic development decision making processes. The state of Alaska considers the CEDS to be a statement of support for community and economic development projects being considered by community and economic development organizations within the Fairbanks North Star Borough.

## **Chapter Two - Vision, Goals, Objectives and Strategies**

### **VISION -**

To improve the quality of life and the standard of living of the residents of the Fairbanks North Star Borough (FNSB) by developing goals, establishing objectives and implementing strategies that sustain, enhance or increase economic and social opportunities for the individuals in the region.

### **GOALS, OBJECTIVES AND STRATEGIES -**

**GOAL 1 - Community Development - To support organizations, businesses, individuals and governing bodies that enhance the quality of life and sense of place.**

**Objective 1.1- Infrastructure Development - Support the development, maintenance and improvement of public and private infrastructure necessary for economic development and community development for the region.**

*Strategy 1.1.A - Support the design, construction and maintenance of trail, road, rail and air transportation systems that improves access to the region.*

Action 1.1.A.1 - Support the implementation of the Fairbanks International Airport Master Plan, including taxiway relocation, runway reconstruction, and cargo apron relocation.

Action 1.1.A.2 - Support construction of a new airport terminal that meets Fairbanks' future needs as a national and international airport, including customs and immigration.

Action 1.1.A.3 - Support the design, funding and construction of projects, such as track relocation and a new rail yard, that would improve functionality and enhance the role of FNSB as a hub for the Alaska Railroad. Specifically encourage routes between Fairbanks, Ft. Greely, and other economic locations.

Action 1.1.A.4 - Support the funding and completion of the Statewide Transportation Improvement Program (STIP) projects that improve transportation in and around the FNSB.

Action 1.1.A.5 - Support the Fairbanks Metropolitan Area Transportation System (FMATS) / Metropolitan Planning Organization (MPO) and the Transportation Improvement Program (TIP).

Action 1.1.A.6 - Support development and maintenance of interconnected, mass transit, para-transit, and coordinated transportation systems.

Action 1.1.A.7 - Support dedication, development, and maintenance of a borough-wide, interconnected, multiuse, trails system connecting to other areas in the Interior of Alaska.

Fairbanks North Star Borough CEDS

*Strategy 1.1.B - Support the development of low cost, alternative, or renewable energy and power generation including the distribution of same to all areas of the FNSB.*

Action 1.1.B.1 - Support state grants that extend power throughout the FNSB.

Action 1.1.B.2 - Support geothermal energy production at Chena Hot Springs.

Action 1.1.B.3 - Support the operation of Healy Clean Coal at a cost that will allow it to be operated in a commercially and economically viable manner.

*Strategy 1.1.C - Support the development of transportation and communication systems that would strengthen the FNSB as Alaska's economic development hub.*

*Strategy 1.1.D - Market the Fairbanks International Airport to maximize its economic impact on the FNSB economy.*

*Strategy 1.1.E - Support development of commercialization infrastructure that facilitates technology transfer.*

*Strategy 1.1.F - Identify and reserve right-of-ways that provide access to natural and mineral resources in the Interior and Northern regions.*

*Strategy 1.1.G - Encourage the development of transportation routes and energy and communication systems that improve the ability of FNSB businesses to market and distribute goods, services and passengers to markets in Canada and the "Lower 48."*

Action 1.1.G.1 - Promote establishment of National Scenic Byways and All-American Roads in the Interior.

*Strategy 1.1.H - Support the borough wide expansion of safe water, sewer, power, communications and other utilities.*

*Strategy 1.1.I - Encourage the development of communications and energy infrastructure that would develop the FNSB as a communication and technology center.*

*Strategy 1.1.J - Prepare for anticipated population fluctuations due to military or industrial activity.*

Action 1.1.J.1 - Support development of quality affordable housing for permanent and transient workforce.

Action 1.1.J.2 - Expand and improve local road and street networks.

*Strategy 1.1.K - Support planning principles that minimize urban sprawl and revitalize urban areas.*

*Strategy 1.1.L - Support transportation infrastructure improvements that improve access to the Fairbanks City Center.*

*Strategy 1.1.M - Identify and promote commercial advantages of the established Foreign Trade Zones at the Fairbanks International Airport and its sub-zones.*

*Strategy 1.1.N - Encourage continued efforts to locate heavy industrial activities to the appropriately zoned areas.*

Action 1.1.N.1 - Target Van Horn and other designated Industrial areas for industrial development.

Action 1.1.N.2 - Promote relocation of the railroad industrial yard.

**Objective 1.2 - Quality of Life Improvements - Support quality in health care, education, public safety, beautification, government and culture that would improve the individual and community quality of life in the FNSB.**

*Strategy 1.2.A - Become recognized as the arts and culture center of Alaska by developing a healthy, diverse, multicultural, and economically successful arts community in which heritage is celebrated.*

*Strategy 1.2.B - Promote the development and maintenance of community and cultural centers and themes that enhance the FNSB's sense of place.*

Action 1.2.B.1 - Support Chena Riverbend development project.

Action 1.2.B.2 - Support theme city development in North Pole.

Action 1.2.B.3 - Support development and construction of a community center in North Pole.

Action 1.2.B.4 - Actively support construction of a Fish Hatchery in the FNSB.

Action 1.2.B.5 - Support renovation of the Alaska Centennial Center for the Arts.

Action 1.2.B.6 - Support construction of a downtown boat dock.

Action 1.2.B.7 - Develop a world-class river walk connecting the city center and Pioneer Park.

Action 1.2.B.8 - Support the South Davis Park Project.

Action 1.2.B.9 - Support design and construction of interpretive science centers.

Action 1.2.B.10 - Support the University of Alaska Museum of the North.

*Strategy 1.2.C - Promote winter accessibility and safety.*

Action 1.2.C.1 - Encourage building safe road crossings.

*Strategy 1.2.D - Support programs that will train educators, teachers and instructors to ensure the quality of the educational system and preserve all cultural heritages.*

*Strategy 1.2.E - Support the development, or renovation, of an indoor, outdoor and dual-season performance or event facility.*

*Strategy 1.2.F - Encourage physical and mental health care delivery that maintain and improve existing staff, facilities, and equipment, or add new facilities to provide quality care to residents of Interior and Northern Alaska.*

Action 1.2.F.1 - Support development of a cardiology center.

Action 1.2.F.2 - Advocate for consideration of constructing Tanana Chief Conference's regional hospital in the FNSB.

Action 1.2.F.3 - Support development of elder care facilities and senior campuses in the FNSB.

*Strategy 1.2.G - Encourage the streamlining of government functions.*

*Strategy 1.2.H - Encourage excellence in K-12 and post-secondary educational systems producing results that exceed state and national averages.*

Action 1.2.H.1 - Promote digital education in K-12 which provides, as per state initiative, computers and connectivity to every student in the FNSB.

*Strategy 1.2.I - Support the expansion and enhancement of the University of Alaska Fairbanks (UAF) and Tanana Valley Campus Center (TVCC), encouraging funding at levels that allow growth, promote excellence, increasing maintenance funding, the addition of new programs, and both programmatic and institutional accreditation.*

Action 1.2.I.1 - Support completion of TVCC building rehabilitation.

Action 1.2.I.2 - Support funding for adequate building construction at all University of Alaska Fairbanks campuses in the FNSB.

*Strategy 1.2.J - Promote vocational, technical, and career training opportunities within the FNSB that prepare residents for a global marketplace.*

*Strategy 1.2.K - Support development and ongoing maintenance of beautification efforts in the FNSB.*

Action 1.2.K.1 - Support a borough landscape ordinance.

*Strategy 1.2.L - Ensure education systems for children and adults include arts, physical fitness, and creativity as an essential component.*

Action 1.2.L.1 - Support the design and construction of a YMCA type facility.

**Objective 1.3 - Capacity Building - Assist local government and community organizations to develop leadership skills and the ability to successfully carry out economic and community development activities.**

*Strategy 1.3.A - Encourage the involvement of youth in all aspects of the community, including government, business, education, arts and cross-cultural exchanges.*

Action 1.3.A.1 - Support local sister city relationships.

*Strategy 1.3.B - Support life skills, work ethics, arts, business, entrepreneurial and motivation skills in school curricula.*

*Strategy 1.3.C - Promote School-to-Work and School-to-Apprenticeship programs, and support steps that strengthen apprenticeship programs that prepare our workforce for jobs of the future.*

*Action 1.3.C.1 - Train the next generation for construction and industrial trades.*

*Strategy 1.3.D - Encourage and promote the identification and development of potential leaders in the community.*

**Objective 1.4 - Recreation - Support the development, maintenance and improvement of public and private recreational facilities and programs.**

*Strategy 1.4.A - Support the development and construction of year-round recreational facilities and opportunities consistent with and to capitalize upon local climatic conditions.*

*Strategy 1.4.B - Continue to support development of recreational facilities used jointly by the military, other government agencies and private entities.*

*Strategy 1.4.C - Develop the FNSB as a year round sport and recreation destination center, including sled dog sports, alpine and cross country skiing, snow machining, ice carving, mountain biking, hiking, rock climbing and other recreational opportunities.*

*Strategy 1.4.D - Support the hosting of scholastic and athletic competition at all levels.*

**GOAL II - Environmental Enhancement - To sustain and improve the quality of the region's natural environment by being wise stewards of resources and habitat.**

**Objective 2.1 - Sustainability - Support public and private efforts to foster a healthy and sustainable community.**

*Strategy 2.1.A - Continue to support area wide waste management.*

*Action 2.1.A.1 - Support development of cost-effective recycling programs.*

*Action 2.1.A.2 - Support safe handling and disposal of waste and hazardous materials.*

*Strategy 2.1.B - Support public and private efforts to provide safe water to all residents of the FNSB.*

*Strategy 2.1.C - Improve both air and water quality in the borough by advancing and supporting development and implementation of all technologies that are beneficial for our climate and locale.*

*Strategy 2.1.D - Encourage the use of sustainable design and businesses practices.*

Action 2.1.D.1 - Promote education of business community on benefits of sustainable business practices.

**GOAL III - Economic Development - To support those organizations, businesses, individuals and governing bodies that promote development of Interior and Northern Alaska.**

**Objective 3.1- Natural Resource Development - Support those organizations, businesses, individuals and governing bodies that promote development of Interior and Northern Alaska's natural resources.**

*Strategy 3.1.A - Actively support oil and gas development in Interior and Northern Alaska.*

- Action 3.1.A.1 - Encourage increased production from the Alaska North Slope.
- Action 3.1.A.2 - Support opening the 1002 area of Alaska National Wildlife Reserve.
- Action 3.1.A.3 - Support development of Northern Petroleum Reserve Alaska.
- Action 3.1.A.4 - Support Nenana Basin gas development.

*Strategy 3.1.B - Actively support mineral development in Interior and Northern Alaska.*

- Action 3.1.B.1 - Support further expansion and development of coal and gold industries.
- Action 3.1.B.2 - Support continuing airborne and field geological and geophysical surveys by the State.
- Action 3.1.B.3 - Actively support development of the Pogo mine.

*Strategy 3.1.C - Actively support construction of a natural gas pipeline through the Interior, with particular emphasis on assuring maximum benefit to Alaska's communities and location of construction, operation, and regulatory headquarters in Fairbanks.*

- Action 3.1.C.1 - Identify and develop a natural gas business park.
- Action 3.1.C.2 - Advocate for consideration of take-off ports at the Yukon River, Fairbanks, Delta and other Interior and Northern locations that support economic development in the Interior and Northern regions.
- Action 3.1.C.3 - Advocate responsible development of petrochemical industry in the FNSB.

*Strategy 3.1.D - Encourage expansion and development of local refinery capabilities for clean fuels and value-added products from oil and gas resources.*

*Strategy 3.1.E - Support the accelerated transfer of Federal land to Native Corporations and the FNSB.*

**Objective 3.2 - Military Development - Support and promote the growth of military installations in Interior Alaska.**

*Strategy 3.2.A - Actively support needed infrastructure development at Ft. Wainwright and Eielson to meet training and personnel mission needs.*

*Strategy 3.2.B - Actively support military and civilian activities that would increase training exercises in the Interior.*

*Strategy 3.2.C - Actively support increased military cold weather and weapons research in the Interior.*

*Strategy 3.2.D - Actively support the missions of Fort Wainwright, Eielson Air Force Base, Fort Greely and Clear Air Force Station and retention of these military activities.*

Action 3.2.D.1 - Continue to support expeditious completion of the new Bassett Army Hospital on Fort Wainwright.

Action 3.2.D.2 - Continue to support deployment of the National Missile Defense System at Fort Greely with support facilities at Eielson Air Force Base, and Fort Wainwright.

Action 3.2.D.3 - Continue to work with military leadership in preparing civilian and military communities in preparation for, and during, deployment.

*Strategy 3.2.E - Encourage military population stability at Ft. Wainwright and Eielson.*

**Objective 3.3 - Technology and Research Development - Support organizations, businesses, individuals and governing bodies that promote the growth of technology and research in Interior Alaska.**

*Strategy 3.3.A - Actively support UAF efforts to increase their research contracts and grants.*

Action 3.3.A.1 - Support state and federal investment in UAF research and required facilities.

*Strategy 3.3.B - Promote FNSB as a desirable location for high technology operations that utilize FNSB's intellectual resources, skills and workforce.*

Action 3.3.B.1 - Continue to invest in reliable energy, and communications infrastructure.

*Strategy 3.3.C - Identify and promote logistical, environmental and other advantages of the FNSB to attract technology-related industries.*

*Strategy 3.3.D - Support public and private research organizations that utilize the Interior Alaska environment for research and product development.*

Action 3.3.D.1 - Support development of cold climate research & test facilities.

Action 3.3.D.2 - Promote establishment of a technology accelerator to aid and assist technology transfer.

Action 3.3.D.3 - Develop a research park and other commercialization infrastructure to attract private industry investors to the region.

Action 3.3.D.4 - Promote community access to venture capital.

Action 3.3.D.5 - Encourage the University of Alaska Fairbanks to become a national center of excellence in global change research, resulting in development of a National Institute of Global Change Studies.

*Strategy 3.3.E - Support research and development into renewable and new alternative energy technology.*

Action 3.3.E.1 - Support efforts to use waste as a resource.

**Objective 3.4 - FNSB as a Regional Center - Continue to promote and improve the FNSB as the regional Strategic, Social, Educational, Economic, and Health hub.**

*Strategy 3.4.A - Encourage air carriers to use airports located in the FNSB as hubs for cargo and passenger service to Interior, Northern and Western Alaska.*

Action 3.4.A.1 - Encourage intrastate, interstate and international air service and aviation operators to service the Fairbanks International Airport on a daily basis.

*Strategy 3.4.B - Develop the FNSB as the Northern and Interior marketplace.*

Action 3.4.B.1 - Attract regional conferences and workshops.

Action 3.4.B.2 - Develop social and business relationships with bush communities.

Action 3.4.B.3 - Educate local businesses about marketing and shipping to Interior and Northern region communities.

*Strategy 3.4.C - Develop FNSB as vocational and career center for Interior and Northern Communities.*

*Strategy 3.4.D - Develop Fairbanks as the Interior's health care hub.*

**Objective 3.5 - Agriculture - Promote the growth of agricultural industry in Interior Alaska and identify domestic and foreign markets for raw and value-added products.**

*Strategy 3.5.A - Support the development of a "Community Market" to enable local and rural producers and manufacturers to market their goods and services more effectively.*

*Strategy 3.5.B - Advocate and promote research to develop more profitable crops and manage invasive species for Interior Alaska.*

*Strategy 3.5.C - Encourage the development and expansion of commercial and truck farming by promoting an increase both in agricultural lands and in available experienced farmers.*

*Strategy 3.5.D - Encourage the involvement of the commercial farming community within all major infrastructure projects within the borough, to ensure that consideration is given to the needs of commercial agriculture infrastructure.*

*Strategy 3.5.E - Encourage adding value to all resource extraction activities.*

*Action 3.5.E.1 - Actively support expansion of the value-added, forest products industry in Interior Alaska.*

*Strategy 3.5.F - Support responsible forestry development in Interior and Northern Alaska.*

**Objective 3.6 - Visitor Industry Development - Contribute to the economic well-being of the FNSB by developing and enhancing visitor attractions and marketing to potential visitors.**

*Strategy 3.6.A - Support activities that enhance and increase the visitor industry in the FNSB.*

*Action 3.6.A.1 - Support the development of the Morris Thompson Center.*

*Action 3.6.A.2 - Support continued investment that promotes regional visitor industry.*

*Action 3.6.A.3 - Actively support increased access to Denali National Park.*

**Objective 3.7 - Business Development - Support and retain existing business and encourage the expansion and the development of new business.**

*Strategy 3.7.A - Encourage and support research to improve business opportunities in the FNSB.*

*Strategy 3.7.B - Encourage the privatization of appropriate government services.*

*Strategy 3.7.C - Identify and develop sources of public and private capital for the development and expansion of businesses in the FNSB.*

*Action 3.7.C.1 - Develop and utilize economic incentive tools.*

*Strategy 3.7.D - Develop community of entrepreneurs.*

*Action 3.7.D.1 - Educate local businesses about opportunities and how to develop them.*

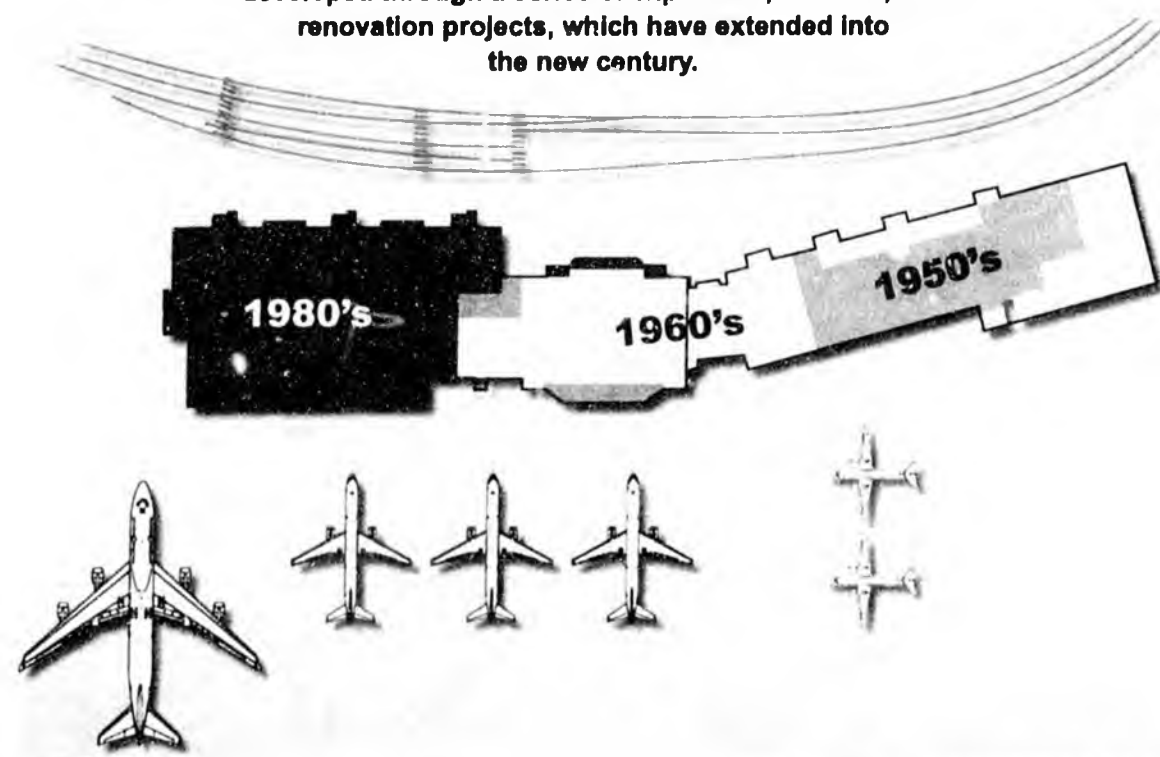
**End Notes**

# Terminal Construction HISTORY...



1950's	1960's	1970's	1980's	2006-2009
<p>Early construction of the original FAI terminal included a ticketing lobby and restaurant. Later construction included an FAA air traffic control tower.</p>	<p>Terminal Additions</p> <ul style="list-style-type: none"> <li>• Second level gates</li> <li>• Jet bridges</li> <li>• Baggage claim area</li> </ul>	<p>Expansion of the international arrivals processing hall.</p>	<p>Terminal Additions</p> <ul style="list-style-type: none"> <li>• New ticket lobby</li> <li>• Outbound baggage handling system</li> <li>• Three additional second level gates</li> <li>• New restaurant</li> </ul>	<p>The FAI Terminal Area Development Project will reconfigure and renovate airside and terminal facilities to meet the long-term needs of the traveling public.</p>

Since its original construction in the 1950's, the Fairbanks International Airport Terminal has been developed through a series of expansion, remodel, and renovation projects, which have extended into the new century.



FAIRBANKS INTERNATIONAL AIRPORT

**FAI** TERMINAL AREA  
DEVELOPMENT  
PROJECT

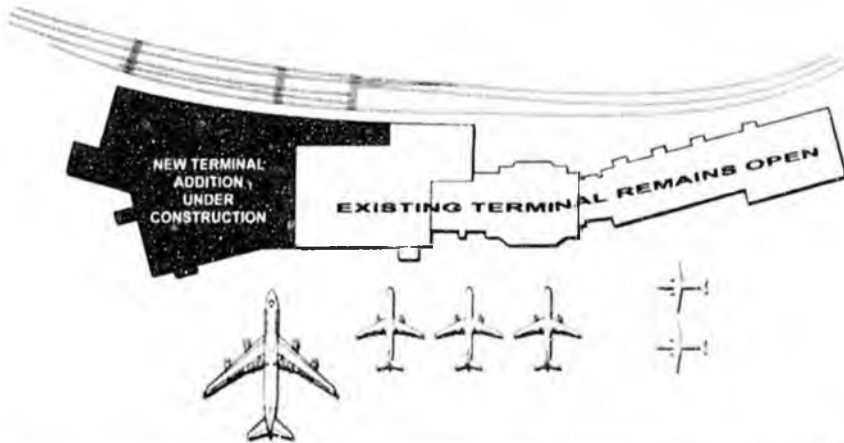


FAIRBANKS INTERNATIONAL AIRPORT

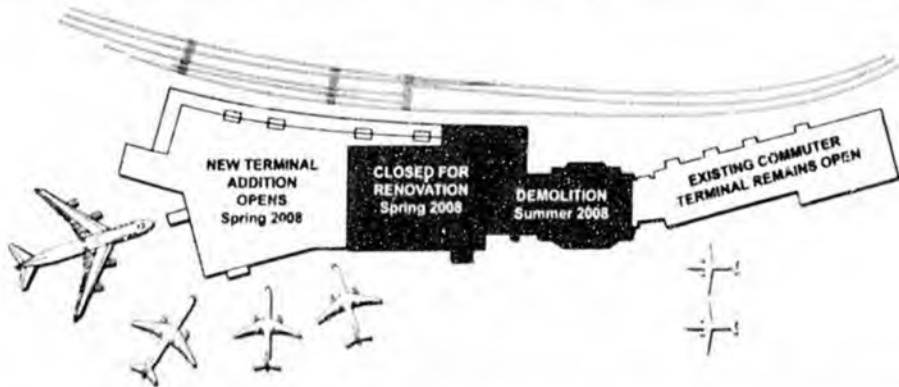
**FAI** TERMINAL AREA  
DEVELOPMENT  
PROJECT

# CONSTRUCTION Phases

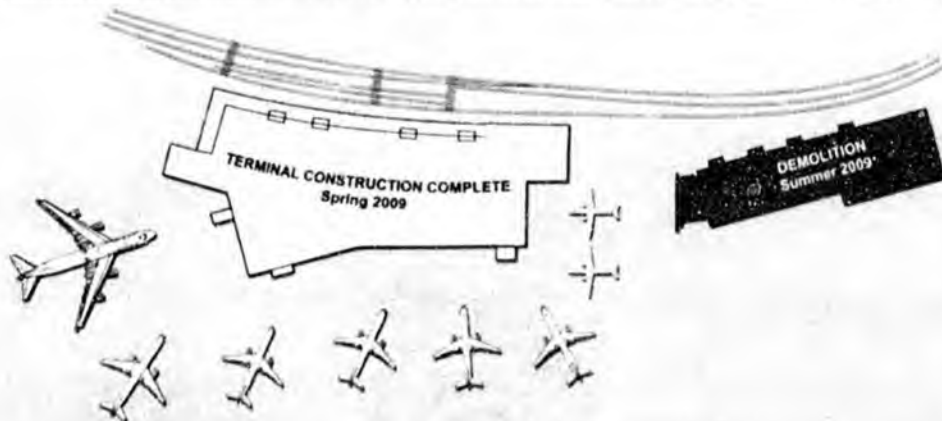
**2007**



**2008**



**2009**





# Construction Timeline

and

## Project Highlights

2007

### WINTER

DEMOLISH MEN'S RESTROOM  
ADJACENT TO ESCALATORS

### SPRING / SUMMER

ERECT STRUCTURAL STEEL FOR  
NEW TERMINAL ADDITION

WIDEN AIRPORT ACCESS ROAD ADJACENT  
TO EXISTING TERMINAL BUILDING

### FALL

RELOCATE BAGGAGE SCREENING  
OPERATION

MOVE JENNY AIRCRAFT TO  
TEMPORARY STORAGE

RELOCATE ESCALATORS

2008

### WINTER

INSTALL MECHANICAL, ELECTRICAL, AND  
INTERIOR FINISHES IN NEW TERMINAL ADDITION

BUILD OUT NEW GIFT SHOP AND  
RESTAURANT IN NEW TERMINAL ADDITION

### SPRING

RE-INSTALL JENNY AIRCRAFT IN NEW  
TERMINAL ADDITION

RELOCATE MAJOR AIR COMPANIES  
AND RENTAL CAR OPERATORS  
TO NEW TERMINAL ADDITION

### SUMMER / FALL

BEGIN RENOVATION OF  
1969 TERMINAL BUILDING

DEMOLISH PORTION OF  
1969 ADDITION

2009

### WINTER

ONGOING RENOVATION OF  
1969 ADDITION

### SPRING

RELOCATE COMMUTER AIRLINES  
TO NEW TERMINAL

### SUMMER

DEMOLISH 1959-1964 ADDITION

### FALL

COMPLETE REMAINING SITE WORK

Construction began on the FAI Terminal Area Development Project in spring 2006. The project includes:

- Upgrade structure to meet current seismic standards
- Replace outdated mechanical and electrical systems for operational efficiency
- Increase from 5 to 6 jet gates to meet air traffic demands
- Improve International Arrival area to enhance passenger convenience
- Enlarge terminal lobby areas to improve circulation
- Increase capacity of baggage handling system to address current and future needs
- Create bus staging area to eliminate curbside congestion
- Expand rental car and public parking lots for future demand
- Present architectural finishes and enhance natural lighting to create an attractive and pleasant airport experience

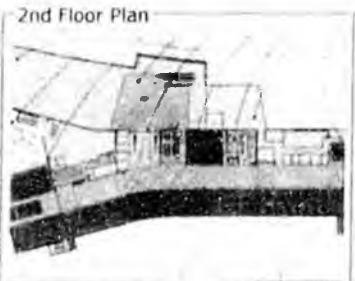
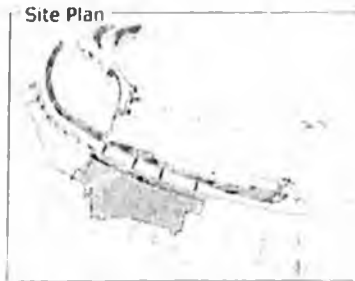


Fairbanks International Airport  
**FAI Terminal Area Development Project**  
*A Vision of Growth*

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thursday, april 12

**65% Design Drawings**



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**Fairbanks International Airport  
FAI Terminal Area Development Project  
A Vision of Growth**

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[about the project](#) | [terminal history](#) | [project management](#) | [contacts](#)

thursday, april 12

**About the Project**

To address recent and ongoing functional and operational deficiencies associated with Fairbanks International Airport terminal building, the Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Fairbanks International Airport (FAI) embarked on an ambitious Terminal Area Development Plan to assess and plan for the long-term needs of the traveling public.

The planning phase began in October 2003 and concluded in April, 2004 with the selection of a preferred approach which provided the design team with the following conceptual outline of how FAI can best accommodate domestic and international passenger service into the future:

- extend the southern end of the existing airport terminal, connecting with a portion of the existing structure built in 1965
- essentially upgrade, renovate and reconfigure the 1965 portion of the existing terminal
- demolish portions of the terminal constructed prior to the 1965 structure
- reconfigure and renovate the airside and landside terminal facilities (including) to provide enhanced safety, security, architectural, mechanical and electrical upgrades

Architectural drawings to the design phase are completed schematic design in February 2006. The Terminal Area Development Project is currently in the US design development phase with 100% design scheduled to be complete December 2006.

- Early building demolition and site work has in May 2006
- Construction of the new terminal addition to existing terminal for 2006 construction are planned to begin spring 2006 and continue through the winter 2006
- Remaining building construction are planned to begin spring 2006 with final site completion by summer 2009
- Final demolition of the old 1965 portion of the terminal after remaining site work is scheduled to be complete during the summer of 2009.



**Project Highlights**

- Improve international passenger processing
- Upgrade to six daily, efficient passenger service and baggage screening
- Increase from 5 to 8 gates
- Increase baggage claim
- Relocate rental car parking and pick-up location

**Information Posters**

- Terminal History (3.1MB)
- Terminal Timeline (1.6MB)
- Construction Phases (3.4MB)
- Did You Know? (1.1MB)



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# Fairbanks International Airport

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## FAI News Construction News

### ALSF Relocation

In order to tie-in the electrical needed for the ALSF facility, contractors will need to work near the south end of the runway, necessitating a closure of the south 750 feet of 01L/19R. The tentative closure is slated between May 22 and June 2. Approximate distance remaining 11,050 feet.

### General Aviation Runway (01R/19L)

FAI will be performing repairs to the south end of the general aviation runway (01R/19L) to repair frost heaves. There is a partial runway closure planned between June 11 and July 10, distance remaining will be approximately 3500 feet. In addition, a complete closure of 01R/19L is planned from June 14-19 to allow for excavation equipment. During these closures, the full length of runway 01L/19R will be available.

### South Cargo Apron Work

Contractors will tie in the new south cargo apron with taxiway alpha near the south end of 01L/19R the first week of September. Taxiway alpha is expected to be closed at the south end. No runway closures are expected at this time.

Additional details, including NOTAM's and safety plans will be issued closer to commencement of construction. For more information on the Terminal Area Development Project, please go to [www.fai-terminal-plan.com](http://www.fai-terminal-plan.com). If you have any questions, please contact our office at 474-2550.

## FAI News

- ▶ [Passenger Info](#)
- ▶ [Doing Business at FAI](#)
- ▼ [FAI News](#)
  - ▶ [Press Releases](#)
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  - ▶ [Terminal Project Link](#)
  - ▶ [Operational Orders](#)

## Terminal upgrade

By Eric Lidji

Published April 12, 2007

Officials at Fairbanks International Airport are asking passengers to arrive two hours before their flight's scheduled departure time because of renovations. Waiting passengers will have something to watch, though, as construction crews recently began erecting the most visible sign of the upgrades to date: a steel framework that will eventually become a new \$99 million passenger terminal. "As the structure starts to take shape, there's going to be more curiosity in the community," said Bill O'Bar, program manager with RISE Alaska LLC, the consulting firm working on the project.

The project will dramatically alter the look of the airport in coming years as the existing terminal is slowly replaced by a new two-story building with a large glass front, glowing vestibules, tall steel columns and exposed wood, concrete and stone. The finished building won't resemble any other airport in the country, according to architect Charles Bettisworth. "Rather than being slick and polished, this will reflect Fairbanks as a frontier community," Bettisworth said. "There's sort of a rough-and-ready component to it."

Crews broke ground on the project last summer and used the winter months to tear out a men's bathroom inside the existing terminal, but warm weather has allowed the team to scale up its efforts. But since the building and summer tourist seasons overlap, construction will impact how travelers use the airport for the next two summers. Crews will reconfigure the main road leading into the airport in the coming weeks, constricting the parking lot in the process this summer. May through August are the busiest months at the airport, typically representing half of all passengers who arrive or depart in a given year.

According to the Alaska Department of Transportation, the airport handled 423,621 arriving and departing passengers during those four months last year, an increase from 2005 figures. Airport officials cite that increase as one reason for the renovations.

While the new terminal will ultimately be only 10,000 square feet larger than the existing terminal, Airport Manager Kevin VunderZanden said the new configuration allows for better use of the space. Major airport expansions in 1952, 1969 and 1985 created the current layout where baggage claim and ticketing are split between two locations. Consolidating those locations opens space for an additional gate and a plaza to separate tour buses from general traffic; it will also prevent future international passengers from having to go outside to reach customs. "To me, that's not really a space issue," VunderZanden said. "It's a utility issue."

The terminal is almost entirely funded by revenue generated from airlines. The federal government is providing \$5 million.

The new terminal is expected to open next spring, after which phased demolition will begin on the existing terminal. The entire project is set to be completed by the end of summer 2009.

The renovation will also make cargo operations nearly invisible to passengers by the end of the year. The Legislature is reviewing a bill that would transfer Alaska Railroad Corp. land to the airport to move heavy cargo operations a few hundred feet to the southwest of the main terminal.

# STATE OF ALASKA

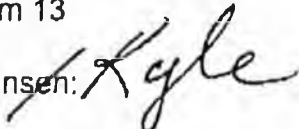
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
STATEWIDE AVIATION

SARAH PALIN, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519  
(907) 269-0730 Fax (907) 269-0489

The Honorable Kyle Johnsen  
Chair House Transportation Committee  
Alaska State Capitol, Room 13

Dear Representative Johansen:

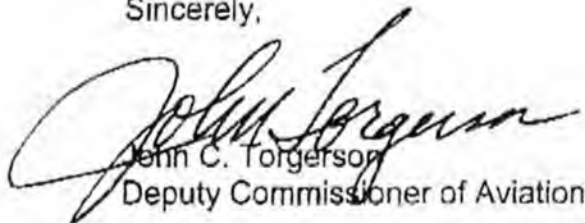


Thank you for sponsoring HB 168. The completion of the real estate transaction between DOT and the Railroad will allow for the relocation and replacement of Fairbanks International Airport's (FIA) cargo apron. DOT needs the title to the property in order to secure and use funding from the Federal Aviation Administration (FAA).

This \$21 million relocation and replacement project is needed for several reasons; the existing cargo apron is in disrepair (35+ years old) and must be relocated to accommodate federal safety standards, the existing location conflicts with passenger flights resulting from the \$100 million in improvements to the new passenger terminal currently under construction. Also, three of the four "old" parking hardstands will be rendered inoperative when the new terminal is constructed and it will assist FAI in accommodating current and future international and domestic cargo operations by offering more convenient access to road, rail, and essential fueling facilities.

Thank you in advance for your support and please do not hesitate to contact me if you have any questions.

Sincerely,



John C. Torgerson  
Deputy Commissioner of Aviation

Mary Siroky

---

**From:** John F. Bennett [johnf\_bennett@dot.state.ak.us]  
**Sent:** Wednesday, March 28, 2007 9:26 AM  
**To:** Siroky, Mary P (DOT)  
**Cc:** Zimmerman, Frances E (DOT)  
**Subject:** HB 168

Mary, this is in response to Rep. Thomas' question regarding why the area in the legal description is qualified as "more or less"

Using the "more or less" qualifier in a metes and bounds property description is a matter of style and practice. While it is not absolutely necessary, it is often used. AS 9.25.040 "Rules for Construing Real Estate Descriptions" acknowledges a common problem in M&B property descriptions. Unfortunately, it does so in virtually undecipherable legalese. The problem is that a M&B property description consists of several elements including bearings (direction), distances (lengths), calls to monuments or adjoining properties, and a summation of the area that is being described. There is a potential that these elements may conflict with each other due to a mathematical mis-closure of the property description or an imprecise survey among other reasons. When a conflict of elements exists, AS 9.25.040 sets out the order of priority in which the elements must be considered. Calls to monuments and adjoining properties are considered controlling over bearings, distance, and areas. Distances are considered to be a higher priority when conflicting with bearings or areas. Essentially, areas are given the lowest priority in event of a conflict of other elements within a description. So although the area is stated with a mathematical precision of 0.001 acre, the area may be "more or less" than that stated in the property description as it must give way to the other elements in event of a conflict. JohnB

---

John F. Bennett, PLS, SR/WA  
Chief, Right of Way, Northern Region, DOT&PF  
2301 Peger Road, Fairbanks, Alaska 99709-5399  
Phone: 907.451.5423, Fax: 907.451.5411  
Toll Free: 1.800.475.7464

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3/28/2007

**David Scott**

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**From:** Randall Ruaro  
**Sent:** Tuesday, April 10, 2007 8:50 AM  
**To:** David Scott  
**Subject:** FW: HB 168 - Fairbanks Airport project

---

**From:** Mary Siroky [mailto:Mary\_Siroky@dot.state.ak.us]  
**Sent:** Monday, April 09, 2007 4:33 PM  
**To:** Randall Ruaro  
**Subject:** RE: HB 168 - Fairbanks Airport project

Yes specifically FAA will only allow a lease with another governmental entity and with respect to our FIA project, ARRC is not considered a governmental entity but a for profit corporation. Do yes we need to have fee title in order to use FAA funding.

We also have the requirement that if we are acquiring land for an access controlled highway facility, we must acquire fee title and have full control.

Let me know what else you need.

-m-

---

**From:** Randall Ruaro [mailto:Randall\_Ruaro@legis.state.ak.us]  
**Sent:** Monday, April 09, 2007 4:05 PM  
**To:** Mary Siroky  
**Subject:** HB 168 - Fairbanks Airport project

Mary,

Do you know if one of the reasons we need to make the transfer for the Fairbanks airport is so the title to the property is vested in the DOT for purposes of DOT being able to obtain the FAA grant to construct the new Cargo apron?

Thanks

Randy

4/10/2007

**Randall Ruaro**

---

**From:** Wendy Lindskoog [mailto:WINDSKOOGW@akrr.com]  
**Sent:** Thursday, March 01, 2007 5:39 PM  
**To:** dave\_scott@legis.state.ak.us; Randall Ruaro  
**Subject:** HB 168 info

Hi Randy and Dave.

For Tuesday's hearing...I will be in Juneau and will plan on having two railroaders on teleconference from Anchorage. Phyllis Johnson is our VP and Chief Legal Counsel. Tom Brooks is our AVP Projects and Chief Engineer. We plan on letting DOT do most of the talking about the projects...we will all be available for questions.

The fiscal note was just provided to Christopher Clark by Sally in Commerce and should find its way to you by tomorrow. I can be reached at 265-2498 or 240-9571 if you have any questions. Thanks so much for helping us and DOT with this bill.

Wendy