

ALASKA LEGISLATURE COMMITTEE FILES DO 2002

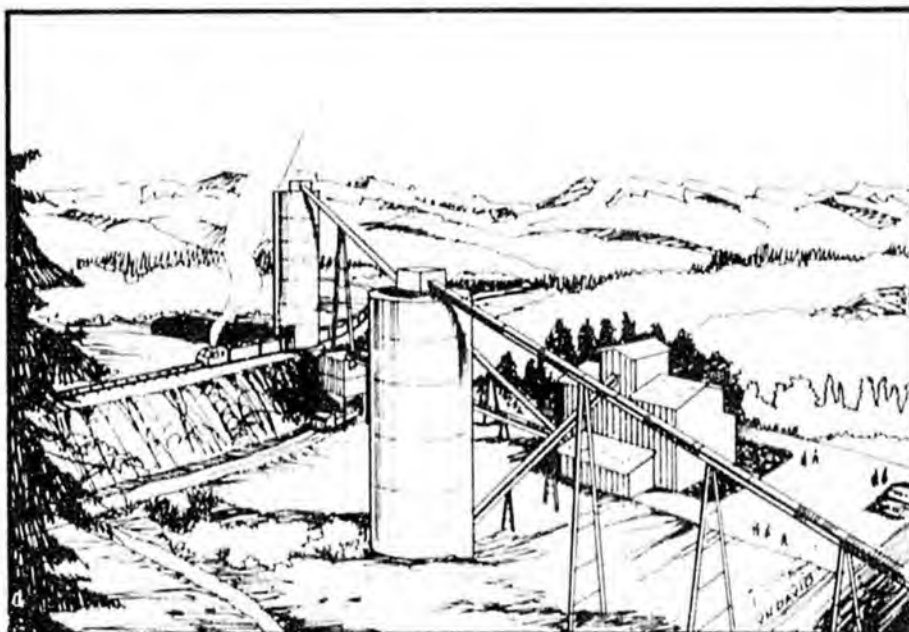
2126 HT HB 804 - HJR 20

2126

SUMMARY OF FUNDS REQUESTED

Funding of \$456,500 is requested for this study. Actual funding for administrative support may change depending upon the requirements of the sponsoring agency. Chugach Natives, Inc., and KADCO have already spent \$1 million, and are committed to spending another million dollars in the coming year.

Study Element	Cost
Port and Transportation Study	
Transportation Systems Investigation	
Preliminary Mode and Route Investigation	\$ 25,000
Detailed Evaluation and Route Concepts	65,000
Handling, Storage, and Loading	
Evaluation	<u>55,000</u>
Subtotal	145,000
Marine Terminal Investigation	
Preliminary Terminal Site Evaluation	30,000
Marine Geophysical Survey	65,000
Detailed Evaluation and Site Concepts	<u>110,000</u>
Subtotal	205,000
Financial and Economic Analysis	
Market Identification	25,000
Economic Evaluations	20,000
Financial Projections	<u>20,000</u>
Subtotal	65,000
Total Port and Transportation Study	415,000
Administration (10 Percent)	41,500
TOTAL FUNDS REQUESTED	\$456,500



**This document was prepared in consultation with
CH2M HILL Northwest, Inc.
Anchorage, Alaska**

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HB 839 - special appropriations for airport facilities and improvements

Section 1.

(1) PHASE I IMPROVEMENTS AT UNALASKA \$11,120,000

In FY 82, \$2,118,000 was appropriated for design and engineering of a new runway for Unalaska. The runway immediately needs lengthening, elevating of the surface, lights, navigation aids and terminal facilities. Sufficient investigation has been made to limit further consideration of alternative airport sites. While less than ideal, the existing facility is in the best available location for an airport facility at Unalaska.

Unalaska is the commercial center of the Aleutians and the base of Alaska's shellfish fishery (ranked third in the United States in value landed.) It's runway is a narrow, gravel runway with no landing lights or nav aids as it is a relic of World War II. Unalaska is only served by small, inefficient-to-operate propeller aircraft (either Reeve's YS-11 or AirPac's Metro II). The YS-11 costs nearly three times as much per passenger mile as the 737 which would be able to land if the runway was lengthened.

Unalaska will be the cornerstone of bottomfish development and offshore oil-support in the Aleutians/Bering Sea/North Pacific Region. Yet because of an archaic facility, air service to Unalaska is now slow, expensive, unreliable and hazardous. The rapidly growing population and industry of Unalaska have outgrown the existing airport. The inefficient air service to Unalaska will seriously inhibit future resource development in the region. Anchorage and the state as a whole have a stake in this resource development, and therefore Unalaska's inadequate air transportation system is more than a local concern.

(2) CONSTRUCTION OF A SEAPLANE RAMP AT AKUTAN \$200,000

In FY 82, \$100,000 was appropriated to study the feasibility of a runway to be constructed at Akutan. The study resulted in a determination that a runway is not feasible. A seaplane ramp, however, is and as a result, construction funds are requested.

(3) AIRPORT IMPROVEMENTS AT KODIAK \$430,000

Kodiak airport is a major "hub" airport serving the needs of both the U.S. Coast Guard and the population of Kodiak. Service activity is high. The requested funds will match \$4,300,000 in federal funds for this project. The project

consists of:

- (a) asphalt overlay of the 5,000' runway; 1,500' reconstruction; recrowning runway for more efficient drainage;
- (b) replace runway lighting; repair runway lighting and install new beacon tower; elevate all runway and taxiway lights;
- (c) wiring modifications within the electrical vault;
- (d) security fencing.

These funds are also included in the Governor's FY 83 capital budget.

(4) AIRPORT RELOCATION AT TOKSOOK \$3,500,000

The city of Toksook Bay presently has an airport which is located along the western side of the community. The residential areas of Toksook Bay have grown up right along side the runway. In addition, the BIA School and the Nelson Island High School are located in the flight pattern of the runway. The village is extremely concerned that there will be an accident with a plane landing among the village houses. This project would enable the airport to be relocated to a safe location within the core township of the community. DOT provided the cost estimate of \$3,500,000.

(5) RUNWAY IMPROVEMENTS AT PORTAGE CREEK \$475,000

Portage Creek currently is served by a 1900' runway which is suffering from a severe erosion problem. DOT provided the estimate of \$475,000. The project will make the needed improvements to the runway. Material is available from a river source adjacent to the village.

(6) AIRPORT RELOCATION AT TOGIK \$3,475,000

Togik presents a unique problem requiring immediate attention. Togik is one of the most dangerous airports in rural Alaska. It is surrounded by the village on three sides. Various multi-engine aircraft loaded with fish during the summer months can barely clear homes on take-offs and landings to the southeast. A total of \$3,500,000 was included in the 1980 program to relocate the existing 3040' runway immediately behind the village. DOT surveyed the new airport site in the spring of 1981 and selected a beach gravel site for materials. The village, however, objected to removing gravel from the beach because of potential flooding. DOT has now begun designed an upland gravel site and indicates that design work is 90% completed.

(7) CONSTRUCTION OF A CROSS RUNWAY AT NEW STUYAHOK \$1,500,000

DOT estimates it will cost \$1,500,000 to construct a crosswind runway. The existing strip is in actuality a parking place

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for airplanes. In order to provide New Stuyahok with a runway which meets minimum standards, DOT maintains that it will be necessary to construct a new cross runway as well.

- (8) CONSTRUCTION OF A CROSS RUNWAY AND AIRPORT IMPROVEMENTS AT MANOKOTAK \$1,500,000

Manokotak currently is served by a 2200' runway. To reconstruct this runway to minimum standards would cost, as estimated by Parker, \$1,500,000.

- (9) RUNWAY IMPROVEMENTS AT MOUNTAIN VILLAGE \$1,800,000

The Mountain Village airport is extremely busy during the Yukon commercial fishing season. It is connected to St. Marys regional airport by a 22 mile road but the road is not maintained in the winter. Both of these factors warrant the upgrading of the Mt. Village runway. The Parker study recommended upgrading the runway to meet standard criteria which would involve the addition of a crosswind runway and the lengthening and widening of the existing runway. Parker estimates the cost at \$1,800,000.

- (10) RUNWAY IMPROVEMENTS AT RUBY \$1,150,000

Runway construction during the summer of 1981 resulted in a 2600' x 60' airstrip. Additional funding is needed to eliminate a swale in the center of the new runway, widen the runway to 100', and to provide an apron. Parker estimates the project will cost \$1,150,000.

- (11) RUNWAY IMPROVEMENTS AT NOATAK \$1,750,000

Noatak is served by a 2400' runway. The requested funds will bring the runway up to minimum standards with the above estimate provide by Parker in the 1982 report.

- (12) RUNWAY IMPROVEMENTS AT KOYUK \$809,000

Koyuk is served by a narrow, 2000' by 60' dirt runway. Cost of reconstructing the runway to minimum standards is estimated at \$1,500,000 by Parker and Associates. In 1981, \$1,000,000 was received by DOT through RP approval. The scope of the project is: widen the runway to a 100' safety area, improve line of sight distance by flattening a curve in the vertical profile in an attempt to meet FAA criteria, add an aggregate surface course, install lighting, provide a wind cone and segmented circle, plus some runway lengthening; determine the feasibility of extending the runway to 3000'. The project is currently in design with an estimated construction advertising date of May, 1982.

(13) RUNWAY SEALING AT GAMBELL

\$50,000

Runway sealing is needed because the existing pavement is 16 years old and has deteriorated due to heavy loads from C-130's and DC-6's. A maintenance repair of the runway could not provide the strength required for this traffic. A resurfacing project would increase the load bearing capacity of the runway for existing and expected traffic. The project will consist of an overlay of the existing pavement with 2" asphalt and 1/2" fiction course (open grade).

(14) RUNWAY IMPROVEMENTS AT KOTLIK

\$1,100,000

For four months of the year, Kotlik is easily accessible by barge. The river is frozen the remaining eight months of the year and there are no roads connecting the city with the rest of the state. As a result, Kotlik relies heavily on air transportation for cargo, passenger and mail service. The present 2400' runway is dirt and gravel.

(15) RUNWAY IMPROVEMENTS AT WALES

\$1,000,000

This appropriation will enable lengthening the present 2600' runway to 4000'. The additional length will permit larger aircraft to land bringing needed fuel and supplies to village residents.

(16) RUNWAY IMPROVEMENTS AT CHALKYITSIK

\$440,000

The requested funds will provide additional monies necessary to complete a FY 80 chapter 50 runway resurfacing and expansion project. It will cover the costs incurred by the discovery of a significant archeological find in the existing material site, developing an alternate material site, pay for the transportation of these materials to the construction site.

Section 2.

(1) KETCHIKAN GATEWAY BOROUGH FOR PHASE I RUNWAY IMPROVEMENTS AT KETCHIKAN AIRPORT

\$2,000,000

The requested funds will enable the first phase construction of a second taxiway for the Ketchikan airport. Funding is a grant to the Ketchikan Gateway Borough.

(2) KETCHIKAN GATEWAY BOROUGH FOR IMPROVEMENTS TO EQUIPMENT AND FACILITIES AT KETCHIKAN AIRPORT

\$1,000,000

The requested funds will purchase airport equipment, an equipment storage shed, incidental paving and realignment of the float plane dock. Funds are a municipal grant to the Borough.

(3) HOLY CROSS FOR RUNWAY IMPROVEMENTS \$3,500,000

Holy Cross is the hub for four outlying villages and serves as a transportation center for the mid-Yukon River area. The present runway is 3400' by 80'. The proposed expansion is to 5000'. This expansion would provide a runway of adequate size to serve the growing needs of the area and includes funding for lighting. DOT provided the estimate figure. Funds are a municipal grant to the city of Holy Cross.

(4) MC GRATH FOR RUNWAY IMPROVEMENTS \$2,800,000

The requested funds will provide an apron for planes to park. The current runway is of adequate size but does not have an adequate ramp or apron. The existing situation of planes parked on the ramp is dangerous. DOT estimated the cost of construction at \$2,800,000.

(5) NORTH SLOPE BOROUGH FOR RUNWAY IMPROVEMENTS AT
KAKTOVIK AIRPORT \$1,137,000

Currently Kaktovik is serviced by a runway which is operated by the Department of Defense. The requested funds, in addition to the \$2,500,000 appropriated last year, will enable construction of a new runway to serve the village's residents.

(6) SELAWIK FOR AIRPORT DUST CONTROL \$45,000

The community's houses are located along the village's airstrip. During summer, a great deal of dust is kicked up and creates a health problem for villagers.

(15) SELAWIK FOR AIRPORT POWER SOURCE \$50,000

The airport's lighting is currently connected to the city's power source. When the generator malfunctions, the airport's lights can not work. As a result, the city is requesting funds to purchase a back-up generator to assure that the lights function at all times resulting in aviation safety.

HCR

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ALASKA

STATE LEGISLATURE

MEMORANDUM

Rep. Geussendorf

Concurrent Resolution

House ~~Bill~~ 1 as originally presented is fraught with problems that could present the ferry personnel with nightmares. After reading the bill and thinking about it, I am proposing an alternative. Option #1 extends the elderly free travel to year-round and asks the division to investigate the possibilities of reduced lodging rates. Option #2 extends the "off-season" by two months to include some of the summer when its pleasant to travel in Southeast.

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay full cost of lodging; and

WHEREAS, many senior citizens find it difficult to use vessels of the marine highway system because of the unavailability and high cost of lodging;

BE IT RESOLVED, that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to extend free passage for senior citizens to permit older persons to travel between Alaskan ports during any month of the year, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

Opt. 2

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age and older on a space-available basis within Alaska without charge during the months of November to April, inclusive: and,

WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months of October 1 through May 15 and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay the full cost of lodging; and

WHEREAS, it appears that the division could accommodate extension of the free period for older Alaskans by two months,

BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to expand the period during which older Alaskans may travel on vessels of the marine highway system without charge from September 1 to June 30 annually, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

ALASKA

STATE LEGISLATURE

MEMORANDUM

Concurrence Resolution

House ~~Bill~~ 1 as originally presented is fraught with problems that could present the ferry personnel with nightmares. After reading the bill and thinking about it, I am proposing an alternative. Option #1 extends the elderly free travel to year-round and asks the division to investigate the possibilities of reduced lodging rates. Option #2 extends the "off-season" by two months to include some of the summer when its pleasant to travel in Southeast.

Rep. Geussendorf

Opt: 2

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WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

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Opt. 1

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WHEREAS, last year, in response to Legislative Resolve No. 2, 1980, the period of free passage for older Alaskans aboard state marine highway vessels was extended to October 1 to May 15, inclusive; and

WHEREAS, this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers on vessels of the system, and

WHEREAS, the policy of free passage for older Alaskans allows only passage during the "off-season" months and is not extended to other services for senior citizens traveling aboard vessels, and older persons pay full cost of lodging; and

WHEREAS, many senior citizens find it difficult to use vessels of the marine highway system because of the unavailability and high cost of lodging;

BE IT RESOLVED, that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to extend free passage for senior citizens to permit older persons to travel between Alaskan ports during any month of the year, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.



JUNEAU ALASKA

Alaska State Legislature
House

TRANSPORTATION COMMITTEE

HCR 1 Reduced Rate Travel for Older Alaskans on State Marine Highway System (Grussendorf)

HCR 1 directs the Division of Marine Highways to establish a summer passage fare schedule for senior citizens (65 yrs & over) and year-round food, lodging and vehicle transportation service aboard vessels of the marine highway system at one-half the amount charged others. This direction to be done without modification of present policy of providing free passage to Older Alaskans during "off-season" months (i.e., Oct 1-May 15 on a space-available basis for foot passengers. Note: Copy of Legislative Resolve 2 is attached for your reference.

Comments from Grussendorf:

I contacted Grussendorf for back-up information and fiscal note. Rep. Grussendorf is out of town - notification of completed materials will be given by his office.

Sched. 5/20/81

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STATE OF ALASKA

THE LEGISLATURE

1980

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Legislative
Resolve No.

2



Relating to expansion of the period during which older Alaskans may travel free on the state marine highway system.

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

WHEREAS, since 1974, in response to House Concurrent Resolution No. 52, the state marine highway system has provided for travel on ferries by persons 65 years of age or older on a space-available basis within Alaska without charge during the months of November to April, inclusive; and

WHEREAS this service has been used by increasing numbers of older Alaskans, permitting travel on the marine highway system at no cost while increasing the number of foot passengers and revenues from ancillary services on vessels of the system; and

WHEREAS the "off-season" travel months for the marine highway system overlap the free period for senior citizens by one month at each end of the fare period; and

WHEREAS, on the basis of records of passenger service maintained by the division of marine highways, it appears that the division could accommodate extension of the free period for older Alaskans by two months, to correspond to the dates of "off-season" schedules for the ferry system, with little or no detriment to the services provided all passengers;

BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to direct the division of marine highways to expand the period during which older Alaskans may travel on vessels of the marine highway system without charge from October 1 to the following May 15 annually.

I. REQUEST
 Bill/Resolution No. HCR 1 Relating to reduced rate travel for older
 Title Alaskans aboard vessels of the state marine highway systems.
 Requested by _____ Date _____

II. FISCAL DETAIL Public
 Agency Affected Dept. of Transportation & Facilities, Division of Marine Highway Systems
 Program Category Affected Transportation
 BRU, Program, or Subprogram(s) Affected S.E. Vessels and S.W. Vessels
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						

TOTAL

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

House Concurrent Resolution No. 52 (1974) refers to all citizens sixty-five years of age (65) and older traveling between Alaskan ports during the winter (off-season) months and provides free foot-passenger fares only.

- Assuming that House Concurrent Resolution No. 1 (1981) is to augment House Concurrent Resolution No. 52 (1974), the effect on passenger fares would only be reduced for the months from May 15 through September 30. All other sources of revenues would be affected throughout the year.

(continued)

IV. DATE February 19, 1981 PREPARED BY James R. Eide, Director
 AGENCY Division of Marine Highway Systems
 PHONE 465-3951

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

ALL SENIOR CITIZENS - ALASKA PORTS ONLY

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September 30:				
	\$184.4	\$ 91.4	\$35.0	\$29.9
October through May 15:				
	-0-	\$ 62.1	\$14.9	\$15.4
TOTAL	\$184.4	\$153.5	\$49.9	\$45.3

For a twelve month reduction in revenue of: \$433.1

- II. If this were expanded to the use of the Southern Terminus (either Seattle or Prince Rupert), we could expect an increase in usage of the senior citizen pass procedure to reduce revenues as follows:

ALL SENIOR CITIZENS - ALL PORTS

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September:				
	\$368.7	\$182.8	\$70.0	\$59.7
October through May 15:				
	\$ 38.2	\$124.1	\$29.9	\$30.7
TOTAL	\$406.9	\$306.9	\$99.9	\$90.4

For a total of: \$904.1

If expanded to include the Southern Terminus for all senior citizens with no space available limitations, the nationally well-organized senior citizen groups would tend to fill the vessels to the detriment of full-fare paying travelers. Because this plan would increase the average age of the traveling public, it would result in the expansion of service to meet the needs of the older passenger. It is anticipated this could be accomplished by the addition of two Steward personnel on each of the larger vessels, and one each on smaller vessels.

Yearly costs as follows:

M/V's COLUMBIA, MALASPINA, MATANUSKA	2 each	6 X \$31,013 =	\$186,078
M/V's TAKU, LeCONTE, AURORA	1 each	3 X \$31,013 =	\$ 93,038
M/V's TUSTUMENA and BAILETT	1 each	2 X \$33,575 =	\$ 67,150
		TOTAL	\$346,266

This could be expected to increase ten percent (10%) per year.

- III. If the expansion of the senior citizen pass is intended to apply only to older Alaskans, we could expect a revenue reduction of:

ALASKAN PORTS ONLY - ALASKANS ONLY

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September:				
	\$110.6	\$54.8	\$21.0	\$17.9
Plus months of October through May:				
	-0-	\$37.2	\$ 9.0	\$ 9.2
TOTAL	\$110.6	\$92.0	\$30.0	\$27.1

For a total revenue reduction of: \$259.7

(Continued)

the Southern Terminus (Seattle and/or Prince Rupert), the following would apply:

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September:	\$147.5	\$ 73.1	\$28.0	\$23.9
October through May 15:	\$ 30.6	\$ 49.6	\$11.9	\$12.3
TOTAL	\$178.1	\$122.7	\$39.9	\$36.2

For a total in reduced revenue of: \$376.9

The development of House Concurrent Resolution No. 1 (1981) would not create a large percentage decrease in projected revenues, between 1.1% to 3.8%. However, the Division of Marine Highway Systems has in the past tried to maintain a 2:1 ratio of expenditures:revenue, which would be affected by a reduction in revenue.

- V. Assuming this service is intended to be offered on a space available basis, consideration must then be given to the complications which might arise if an elderly person were "bumped" and temporarily stranded in a port other than their destination, in order to accommodate full revenue passengers.
- VI. Operational problems will be encountered in the management of this new rate structure especially as it applies to food service.

HCR

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APR 28 1981

CITY OF VALDEZ, ALASKA

RESOLUTION NO. 8113

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ PROTESTING THE DECISION OF THE STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TO TRANSFER DESIGN PERSONNEL PRESENTLY LOCATED IN THE SOUTHCENTRAL REGION AT VALDEZ TO THE CENTRAL REGION IN ANCHORAGE.

WHEREAS, the citizens and public officials of the City of Valdez protest this closing and transfer of Design Personnel presently located in the Southcentral Region to the Central Region in Anchorage; and

WHEREAS, approximately 25 permanent positions, ^{x 2 = 50 - 100} as well as many temporary positions will be lost in Valdez; and

WHEREAS, the City of Valdez recently bonded \$18,000,000 for the construction of a new grade school facility; and

WHEREAS, there would be many school-age children affected and the ripple effect that is created by the planned move affects not only those individuals and their spouses and the school children, but also the service community that has developed the infrastructure to provide for the needs of these families; and

WHEREAS, the City of Valdez would suffer a great loss as among those individuals whom the transfer plans would affect are members of the planning and zoning commission, a parks and recreation commissioner, members of the library board, members of the transportation commission, members of the community health commission, members of the Copper Valley Telephone board, and others whose work significantly affect the ongoing operation of Valdez; and

WHEREAS, a review of the Department of Transportation records indicates that the Southcentral Region has demonstrated the ability to bring projects to completion in a very timely fashion and the Southcentral region appears to be staffed to accomplish work within the Federal dollar contribution range of approximately \$20,000,000; and

WHEREAS, Department of Transportation employees in Valdez should have advertised or under construction many projects during 1981, including: Dayville Road Paving (\$1,000,000); Ferry Access and Hazelet Avenue Paving (\$700,000); Mile 43 to 46 Reconstruction (\$4,000,000); Mile 46 to 65 paving (\$4,300,000); Mile 81 to 90 Reconstruction (\$7,000,000); Mile 115 to 125 Reconstruction (\$8,300,000); Mile 186 to 192 Paving (\$1,000,000); Mile 19 to 26 Paving (\$1,000,000); Copper River Highway Mile 29 to 33 (\$3,000,000); Tok Highway Mile 2 to 30 (\$4,000,000); and

WHEREAS, further review indicates that the Southcentral Region plans to advertise or have under construction the following projects during 1982: Mile 6 to 14 Reconstruction (\$13,000,000); Mile 16 to 19 Reconstruction (\$4,000,000); Mile 35 to 40 Reconstruction (\$8,000,000); Mile 101 to 106 Reconstruction (\$9,000,000); Mile 38 to 48 Reconstruction (\$10,000,000); Mile 51 to 52 Reconstruction (\$600,000); and

WHEREAS, the anticipated move is being done to enhance productivity but the records indicate that the Southcentral Region is more productive in terms of dollar-amount finished product than the Southeastern Region located in Juneau and could soon surpass the Northern Region in Fairbanks; and

WHEREAS, a further review of records does not indicate that Anchorage has been able to get projects out for many untold reasons, including environmental difficulties and lack of coordination between the various sections within the Department, therefore, transferring more personnel

into Anchorage would not appear to increase production - rather the opposite would likely result; and

WHEREAS, the many citizens of Valdez believe that a better solution may be the expansion of the present Southcentral Region boundary making four equal regions instead of three that are presently being proposed; and

WHEREAS, Valdez is pleased to be neighbors with Glennallen and Cordova and has recently undertaken to improve relationships with these communities to enhance further development in this area; and

WHEREAS, the highway systems are critical to the State of Alaska due to the proximity of the Alyeska Pipeline, the proposed construction of the Alaska Oil Company refinery and the possible location of a petrochemical complex in this area; and

WHEREAS, the City of Valdez undertook the bonding of a \$48,000,000 dock facility understanding that the Richardson Highway would continue to be improved over the next several years; and

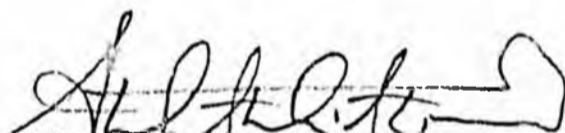
WHEREAS, there is much concern that should this transfer take place, rural road improvements will not receive the required priority of planning, engineering and construction.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA that

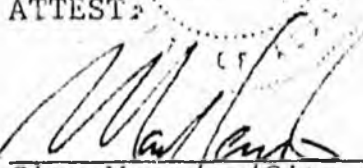
Section 1. the City of Valdez urge and beseech the State Department of Transportation, the Governor of Alaska and the Alaska State Legislature to reconsider the impact of this proposed move and make whatever decisions are necessary to avoid the fallout which will be suffered by the City of Valdez and the citizens of Valdez if it is ultimately implemented.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA this 20th day of April, 1981.

CITY OF VALDEZ, ALASKA


Stephen A. McAlpine, Mayor

ATTEST:



City Manager/City Clerk

Ayes: 7
Noes: 0
Absent: 0
Not Voting: 0

Zhar

MEMORANDUM

State of Alaska

TO: Files

DATE: April 13, 1981

FILE NO:

TELEPHONE NO:

FROM: Robert W. Ward, Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Design and Construction
Reorganization

In designing organizational changes, it is necessary to review the existing organization to determine its effectiveness in accomplishing the mission it was created to perform.

In creating the Department of Transportation and Public Facilities the most important stated objectives were:

1. To integrate all transportation modes into one organizational unit to prevent duplication of functions between modes and provide for maximization of the talents of professional personnel.
2. To provide for decentralization of headquarters functions as much as possible and place more responsibility in strong regional organizations.
3. To provide a definite separation between the Planning & Programming functions and the Design & Construction functions.

For some reason, in organizing the new department the Design & Construction unit was not organized to accomplish objectives 1 and 2.

The current Design & Construction organization that has existed since the reorganization of July 1977 has these major elements:

1. The Commissioner has the ultimate responsibility for the functioning of all aspects of the unit. This responsibility is translated to the unit through the Deputy Commissioner and Assistant Deputy Commissioner for Design & Construction. Below this level the organization goes modal. Only three people in the hierarchy of Design & Construction have any responsibility for more than one mode.
2. The Director of Highway Design & Construction resides in Juneau and with a very strong headquarters staff directs highway construction activities statewide through 5 regional offices (Nome, Valdez, Fairbanks, Anchorage & Juneau), and highway design activities statewide through 4 regional offices (Valdez, Fairbanks, Anchorage and Juneau).

3. The Director for Aviation Design & Construction resides in Anchorage and directs the aviation Design & Construction statewide from that central office with only a slight regional presence in Fairbanks.
4. The Director of Waters & Harbors Design & Construction resides in Juneau and directs Waters & Harbors Design & Construction statewide from that central office without any regional offices.
5. The Director of General Design & Construction resides in Anchorage and directs the General (Buildings) Design & Construction statewide from Anchorage but also has regional offices in Juneau, Fairbanks and Anchorage.

For several months now, we have been developing an organizational plan for the Design & Construction unit that will satisfy the principal objectives sought in creating the department.

To repeat the two principal objectives that are not now being met are:

1. To provide for integration of the modes to eliminate duplication and to maximize the utilization of the professional personnel.
2. To decentralize the headquarters functions into strong regional organizations.

To look now at the present 5 regional offices that have DOT/PF organizations (Juneau, Anchorage, Fairbanks, Valdez & Nome) only Juneau, Anchorage, and Fairbanks have more than one mode of Design & Construction represented. Also, Valdez and Nome do not have adequate representation from other activities of the department that are vital to strong regional control and execution of Design & Construction functions (Right of Way, Materials, and Planning & Programming, etc).

In light of the above, the decision had to be made as to the number of regions required. If the decision were to have 5 Design & Construction regions then Nome and Valdez would have to have a substantial increase in personnel to be able to provide the expertise to support the degree of autonomy that is required. This would necessitate hiring more people into high cost areas (8 pay steps in Nome and 5 pay steps in Valdez above Anchorage pay ranges) and it does not offer as many opportunities to secure better utilization of talent. This seems to be much too great a price to pay considering the nature of the programs anticipated for the Nome and Valdez regions.

Therefore, it was decided to concentrate on the three principal regions, to put the Nome region and that part of the Valdez

what are the programs anticipated

region north of Glenallen into the interior region and the portion of the Valdez region south of Glenallen into the Anchorage region for the purposes of design and project development for all modes. The Fairbanks and Anchorage regional organizations will provide for residencies in Nome and Valdez for construction management.

What this means then is that the highway design functions will be all that will have to move from Valdez (approximately 30 positions) and this will occur as rapidly and as smoothly as possible.

The construction people and, of course, the maintenance people with their support will remain in Valdez. Presently, the department has a total of 210 positions assigned to Valdez (110 full time and 100 part time or seasonal).

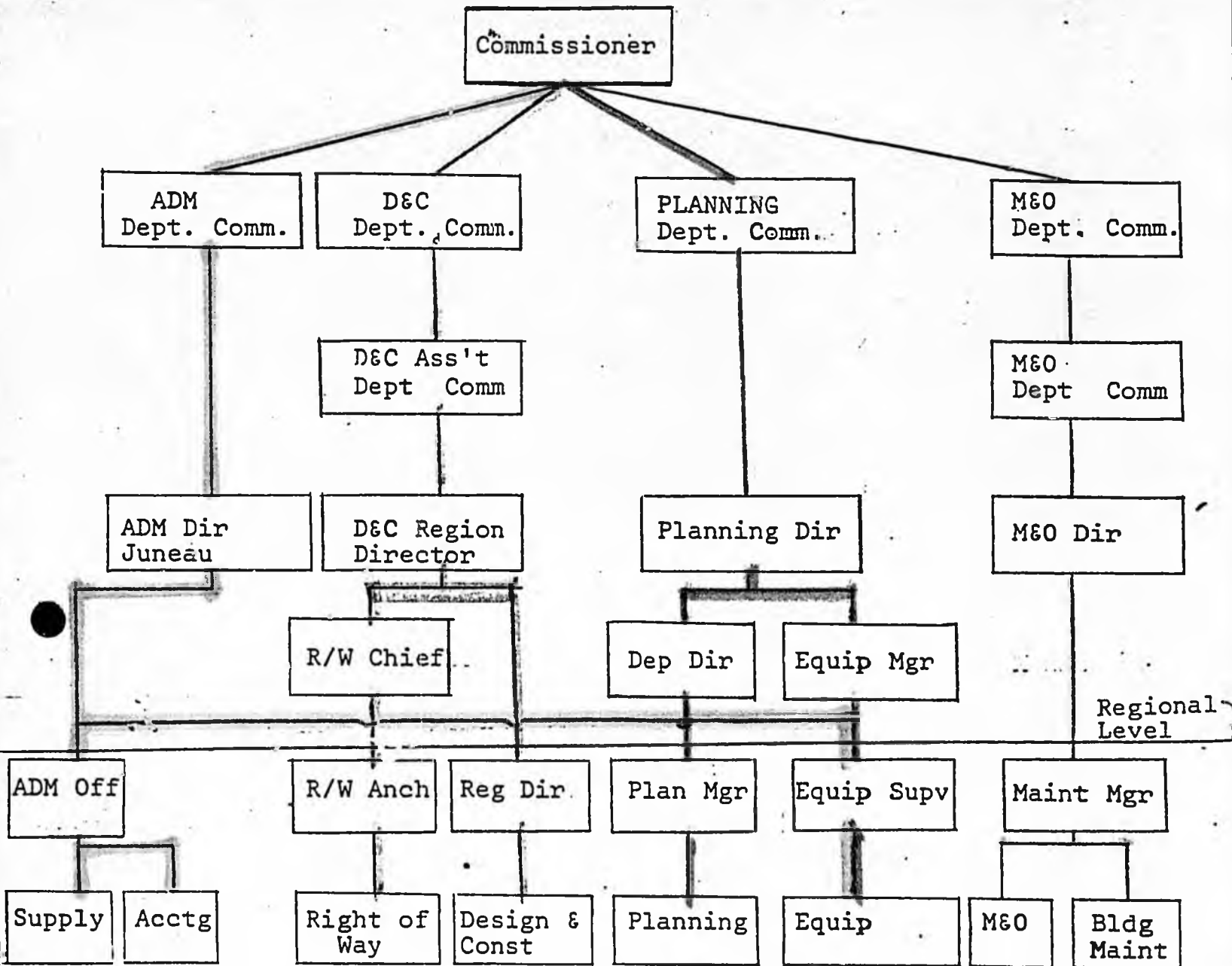
So then, the new Design & Construction unit will be organized with three regional directors of Design & Construction who with one Deputy each will be responsible for all Design & Construction activities in the three principal regions with Anchorage & Fairbanks accomodating residencies for construction. There will be one Director of Standards and Technical Support in Headquarters to provide support for the regional organizations but not control.

I am confident that this organization will provide the structure to satisfy the principal objectives of the operation of DOT/PF and will well serve the people of Alaska.

Is this true?

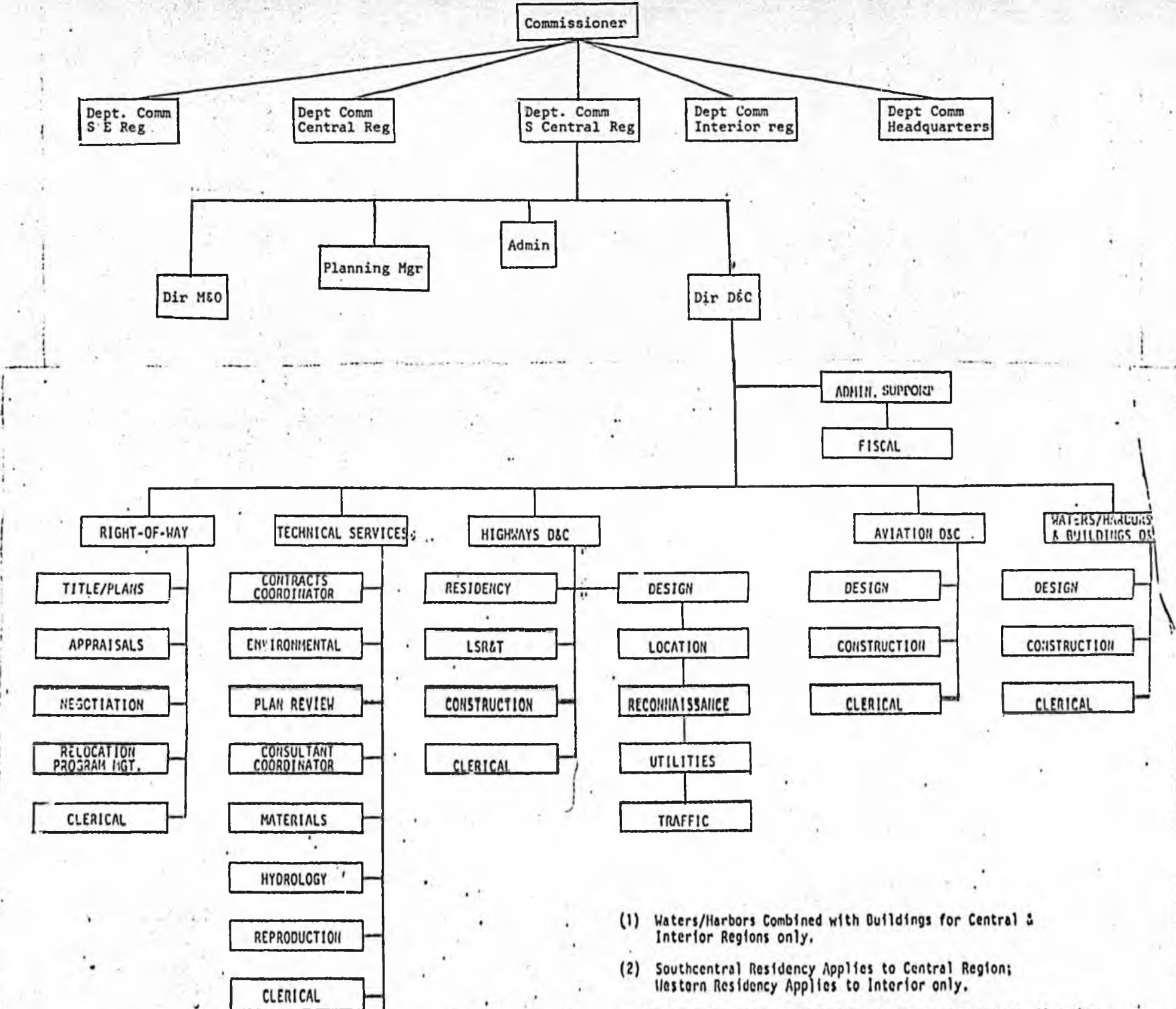
What about Personnel & Accounting?

HOW D.O.T CURRENTLY FUNCTIONS



This chart represents the parallel lines of authority from the lowest regional position to the commissioner. There is no one person in each region that is accountable to the commissioner for coordinating the regional work effort. Therefore there is very little cooperation between the various regional sections. Everyone is dancing to a different drummer. Suggestion: Coordination would greatly improve if planning was under design and construction.

How DOT could work.



- (1) Waters/Harbors Combined with Buildings for Central & Interior Regions only.
- (2) Southcentral Residency Applies to Central Region; Western Residency Applies to Interior only.

* Under this plan, Southcentral could have full district status with the addition of 10 or less people.

Concurrent Review

This chart represents a possible re-organization of the Department of Transportation/ Public facilities. The blocks in this chart are "functions" and should not be construed as job positions. One person, or group of persons could perform several functions.

Each of the regions would have these functions in their region and the Regional Deputy Commissioner would be responsible to the Commissioner for the functions in his region. This organization would facilitate a regional autonomy to reflect regional differences but would also allow best implementation with the expertise available.

MINUTES OF SOUTHCENTRAL REGIONAL MEETING, COMMISSIONER WARD'S VISIT,
APRIL 15, 1981, 1:00 P.M., COURTHOUSE BUILDING, VALDEZ, ALASKA

Commissioner Robert W. Ward, DOT/PF, opened the meeting at 1:10 p.m. by introducing himself, Ray Shumway, Deputy Commissioner, Design and Construction, Dick Armstrong, the new Director for Design and Construction, Central Region, and Herbert Lehfeldt, Chief Engineer, for the Southcentral Region.

Commissioner Ward went on to say that he wanted to give some background as to why the Valdez D&C was being relocated and that also, a question and answer session would be afforded after his talk was completed. A memorandum dated April 14, 1981 on the subject of "Department Reorganization" would be circulated, along with a questionnaire he hoped could be completed and turned in to the Chief Engineer as soon as possible. Information submitted on the form would assist the task force to determine which people would be transferring and when. Commissioner Ward also mentioned that he had another meeting yet to attend on this same subject with the Mayor and City Council members, and that Deputy Commissioner Shumway would be covering additional points.

The Commissioner continued on to say that he wanted to digress about the organization of the department. I guess in Valdez employees were unaffected when the department merged (Public Works and Highways). The name changed and some functions changed but really operations were very little different than in the past. Some confusion - maybe not the right word but some confusion consternates the merging of the two departments (Public Works and Highways) Similar to a shotgun wedding. People in both departments felt that perhaps that maybe it could be ignored long enough that it would go away and things could be operated as before and things would still function. Basic to all this and let me go back one step further and say what people wanted to accomplish or intended to accomplish by the merging of the two departments. Necessary to have a specific, separate group of engineers doing nothing but Aviation's work - or buildings work - and also because there are similar organizations or multiple organizations doing D&C work for the same umbrella organization. In our case - the State, why is it necessary to have two administrative functions that supported both - and perhaps people of the state would better be served by less duplicates by combining these functions and better utilize the talent to avoid duplication. There was another thing that was even more difficult in this transition but perhaps not so well recognized. The outset - there was great move afoot on whether it is valid that a decision like this - in this room or anything like it is to provide a separation between people who conceive projects or plan projects - if you will - and those who design and construct. The definite separation was the watch word and one of the final objectives but so and then there were others - now let's go back to the basic three. Better utilization of talent - cross utilization of some of the talent - by not having to have duplicate administrative organization to provide the support by separating by avoiding duplication and separation of design and planning functions. In our particular case again, and I suspect as in the case of others - but there is another one that was more critical than others and that was a stronger regional presence - more autonomy in the regions and less centralization. So to start from those objectives to see what actually did occur when our

done and we are getting work out. But much more so than when it was the Department of Public Works and Highways used to do three years ago with basically the same number of people. So we are doing something right - but there are still those objectives that are not being answered. Ray and Dick, Jack Morrow, and others who have been to staff meetings periodically (since I've been here) know that we have been heading in this direction for a long time because things had to get better. We had terrible gaps with responsibility and the responsibility with cooperation between D&C and Planning and Programming units. We can still be more responsive. If we are going to satisfy these objectives, we have to have a stronger presence in the region. If you are going to have operational decisions made in the regions - if you're not going to have a veto power or a control mechanism in Headquarters over the region - there has to be that capability in all regions to function in all areas. If a Director in the region is going to be able to track problems of projects whether it's Right of Way, Materials, Utilities, or Design, he needs to be responsible for that in all modes so he can determine quickly when there is a problem, and where he is. Then have the resources there to be able to respond to the problem - solve it once he identifies it. So we decided then that we'll go to a strong regional concept - we will reduce Headquarters control over the projects - but how will we do that? We'll have the ROW people, we'll have the materials people, we'll have everybody involved in D&C projects reporting to the Director in the region. We won't have a Chief in Headquarters in Juneau that people in the field report to, but there will, of course be Chief Shumway because he is over all D&C functions. Operational decisions will be made in the field but we still must - I'm sure you all recognize - we still must have uniformity because it is a large department doing a variety of jobs in the state. There has to be some consistency in the way we do it so we'll still have to have a standards and technical support section in Headquarters that will be headed up by a Director and they will provide design work. There will be an audit - but even at that - the regions will be making their own decisions. How many regions? We examined those regions that had ongoing operations before. Valdez and Nome were the only two regions of five that were established as maintenance regions - only two of the five that haven't had anything but one mode in D&C in those regions. Remember now - we're talking from this point on - the only unit that we're talking about is reorganizing Design and Construction. There was only three principal regions that had any other mode than highways that had more support in personnel - Anchorage. We had to do one of two things. We would have to bring in more people into the regions that were shy of the capability to be able to support a strong regional concept, or if we're going to try to do with the people we had and I'm convinced that we have enough. Then we had to do it another way and that was with the three principal regions bringing more people in to higher cost areas - let's face it - Valdez is five pay steps higher than Anchorage - Nome eight higher. The price to pay to get stronger regional concept under a five regional concept for the extra benefit that would be involved translated back to the people of the state because of having extra expense in the regions - was a greater price to pay than I felt it was necessary to pay.

Handwritten notes in left margin: "How many more?"

Handwritten notes in left margin: "How many more?"

Handwritten notes in left margin: "How many more?"

Handwritten notes in right margin: "How many more?"

Handwritten notes in right margin: "to date there is no... this."

So that would mean D&C both - that would be relocated. That was the intent originally. Ray and I and Dick Armstrong, and others have gone over organizational charts. Ray and I have been doing them for months - others within the act only a shorter period of time - weeks. We've been over them over and over and now our thought is - and people are - here to talk about it is the design function would move and necessary to do that ~~this year~~ design function ^{As Soon} ^{Schools} ^{Not c} both the Central Region and the Interior Region would have capability for residency - but still no regional organization and so the construction operation - most but in total - would remain here. There is some construction function in Nome. Basically the region as far as D&C for Valdez would be split north and south. In other words, the lines would go across horizontally somewhere about Glennallen north would go into Interior Region and south into the Central Region. And that would require - we targeted - announced a long time ago to go into effect by fall, this fall, October 1, 1981. I know its a bitter pill for a lot of people and I know that there is a lot of political support here - that's absolutely no surprise to me. Moving is not one of my favorite chores. I've been around local government long enough to know that any local government is going to squawk and properly so if they lose one person. It also seems to me - in terms of the overall complex that - and scope of things statewide - Valdez is economically better in a spot now to withstand this move than its ever been in its history. That doesn't mean I'm minimizing the impact - the economics are better now. So we do have a memorandum but before we get to that - I'd be happy to answer any questions that anyone might h

The following questions were asked of the Commissioner:

Robert Larson, District Construction Engineer - Would we, being Construction, be taking on some of Docks and Harbors work? Maybe airport work? Mr. Ward - That's a good question - it is a question that I can't answer - I don't see any reason not to. Larson - This would seem to me to fit the objectives. Mr. Ward - Perhaps Mr. Armstrong has the answer. Armstrong - Yes, and I would like also to point out that anything that stays here also would still be a part of the Central Region - there wouldn't be a different Headquarters operation for Valdez or for any other region - in other words reporting here. The Director is responsible for all modes.

Bill Boyd, Right of Way Supervisor - We do supportive work for design, does that mean we'd be moved too? Mr. Ward - Yes.

Mr. Shumway - After the Commissioner gets finished with the general comments on the reason that emphasizes why the move, then I think we'll spend some time on the actual proponents of the move and how it involves various positions.

Robert LaRue, Administrative Officer - This is all very interesting but what really concerns people here is the upheaval of families - economic loss of homes, and I'm wondering if there is any kind of plans facilitated - when we have to sell our homes or won't be able to sell at all? Is there anything afoot to somehow offset this

MINUTES OF COMMISSIONER WARD'S VISIT
APRIL 15, 1981

economic loss that many of us will have? Mr. Ward - The memo spells out or discusses what's available - and what we have available is what's available under the law. We don't have the opportunity for litigation of different economics. We do have the - quite liberal relocation provisions in terms of the move and transporting from one place to another but we don't have the ability to litigate economic loss.

Bob Lieb, Right of Way Draftsman - You mean I just bought a \$100,000 home and I'd have to sell that for \$80,000 - I'd have to take a loss plus my wife being out of a \$32,000 year job. I really can't see where that's really beneficial to anybody - that there's not some way that we get some kind of - even just break even in the overall deal. Mr. Ward - I understand.

Marc Hanna, Environmental Assistant - Have you examined the possibility of - you say the Governor supports this move - has the possibility been examined that legislation could be introduced similar to what was introduced to compensate people in Juneau with the Capitol move?

Mr. Ward - If I said that the Governor was supportive of this move - I didn't portray solely _____ The Governor asked me to do what I felt was necessary, to implement the move. The Governor is supportive to this point. We live in a political arena and no one knows it better than you. You know where your political representatives are and some of you have contacted them already. Senator Kerttula is very concerned as is Representative Cato - as is the community of Valdez - and as are others. ~~Valdez is not an economically depressed area - it is, as a matter of fact, probably the most economical of all other areas in the state.~~ We are not taking away all options from anybody for jobs. We are moving some positions - that's the plan. Now, it is possible, and it is my commitment to implement the move as best as I know how and that's what I will do. Now - this move may be turned around as before - but leaving things as is wouldn't be beneficial to the state.

But you
are not
moving any
positions

yet
Poor
Argument

Bob Lieb, Right of Way Draftsman - Let me understand that this move is the best for the department and has no political reasons? Mr. Ward - ridiculous! Lieb - Well, we understand that you had some disagreement with some legislators and that's what prompted this? Mr. Ward - You could be referring to one of two people - Senator Kerttula or Representative Cato. Kerttula and I have been friends for 20 years so it must be Rep. Cato. Kerttula and I have been working on this reorganization for over a year and before Rep. Cato was even elected.

Gene Kubina, Teacher, Valdez introduced himself and was asked by Mr. Ward, what are you doing here then - just as a - Mr. Kubina responded he was a concerned citizen and also represented the teachers union and that several teachers would be affected by this move. He went on to state that - you said that you were working on this before the election - was anyone else aware of that? Public? Mr. Ward - It was not a public decision - still is not - yet.

Jim Wallen, Traffic Section - Inquired about time schedules for the different moves. Mr. Ward stated that this would be addressed later by Mr. Shumway.

Mr. Ward then concluded his discussion with the following - thank you very much for whatever it may seem - appreciate your patience and in the end you will be pleased.

Mr. Ray Shumway then conducted the remaining portion of the meeting. He stated the following - I don't have any prepared notes-- I think the Commissioner outlined exactly the reasons for the move as he sees in the best interest of the State of Alaska. I think its our job - working for the Commissioner - to accomplish his wishes. I want all of you to know that all of you sitting out there that are affected that we are all concerned about the individuals involved, and any financial impact. It hasn't been the least in our mind - realizing that we could be sitting in the same position as you are. With that thought in mind, we can look - perhaps at the implementation plan that fits two things. (1) How could we accomplish the move in a fairly reasonable time frame that would be in the best interest of the state and allow acceptance from my people, Commissioner and the Governor and secondly, how do we accomplish it within the desires of those people who are affected? We kind of set a time - a deadline on this thing - of those positions - and remember when I say positions - I'm talking about positions - not necessarily about the people that are in those positions. We set a time frame for these positions that we feel should be relocated no later than October 1, 1981. Now there's lots of reasons why we picked this date - none of them really by themselves stand alone - it's the end of the construction season. It's six or seven months down the road and perhaps the people can make their personal _____ and other than that _____ and it's too late that we can't implement the program for next season - that we can't give three regional areas the autonomy they need to develop this program. Because if you bear with us you will all realize that when the Legislature last year dumped \$500 million dollars worth of projects on the DOT (unclear) we expect a large number of projects this year. We want to be ready to be able to operate when this does occur. And anybody that thinks that this state isn't going to accomplish a lot of capital projects next three or four years - got their heads in the sand - it's going to happen. So the day we set is no longer than October 1. It doesn't mean that when there are special conditions and cases that's to the mutual advantage of the employee, and to management, that this could not be altered. Generally speaking - we are looking at a very firm date. When we start talking about positions in this move - they will be moved. We would hope that perhaps you could come earlier. We know that you have families in school, we know that there are certain things that have to be taken care of but there are perhaps individuals who want to get it over with. At any such time the individual is in a position - if the decision has been made to move that individual with the position, we would like to make it as soon as possible. So that's more or less the time frame. Commissioner Ward mentioned

*Dist has said +1
once in the future
- not for
with the
projects
region*

MINUTES OF COMMISSIONER WARD'S VISIT
APRIL 15, 1981

*What about parts of Valdez
and Seward*

briefly the boundary changes. We decided that generally this is a highway oriented region - no question about it. The people that are sitting here are highway oriented - that's been that way for 20 years - even before that. So what we did on that change - we talked about highways and what we'd sent to the Central Region. They'll take all the Glenn Highway to Glennallen and the Richardson down to Valdez and north of that the interior will have the Richardson, Alaska Highway, and Tok Cutoff to Glennallen. That's essentially the way it will pan out. And what we're going to look at - and have been looking at - the problem mostly involves you people are the projects. We have some projects that are under contract, advertising some soon, so much percent accomplished on other projects in design phase. What we'll do is make a decision very soon of which projects remain to be completed here and which ones will be reassigned to Central and Interior Regions. This will be Central and after consultation with the people involved. No final decision on those projects for the timing - what we have essentially done - See chart on the wall - color coded. What we're saying is that those positions which are blue will relocate to another location by October 1, 1981. Positions in red will remain as permanent full-time positions in Southcentral. They will remain because they are a residency construction unit. Red's are those positions which we have determined at this point in time will stay here. Yellow positions are those positions as we see it that can be made seasonal and can be relocated in seasonal positions and possibly the work will still be involved in Southcentral. We've also got some that are not colored at all. Those are vacant positions and are positions which they are top level - are vacant but which a determination has not yet been made for either the people who can fill those positions or whether or not they will be filled. Green (three) positions are for which we have found no other place in the state. Doesn't mean that those incumbents - in those positions - do not have a position necessarily. It would just mean we see no need elsewhere for those PCN's elsewhere. This is probably some things you'll want to look at (chart) it's not signed by the Governor, Commissioner, or myself - It's our plan for the present time and we are trying to be frank and this is the way we see it. Have had discussions with Messrs. Lehfeldt, Matlock, and Armstrong, but no discussions with staff until now. What we need to do down the road as the Commissioner said - he is going to have three strong autonomous regions. Design and Construction units capable of designing any building, any mode or facility given them - whether it be a crossing, airport, harbor or highway. With the three strong regional authorities that can accomplish the work. That decision has been made. We determined and were able to convince the Commissioner that Valdez Southcentral Region has a tremendous healthy construction program in 1981 and 1982. With that in mind, retaining the residency here is the thing to do. The length of time a residency would remain in a given area would of course depend on the workload. If the Southcentral Region two years from now doesn't have any programs, no reason to have a residency. Don't see that as happening but there is a possibility. It could be due to the legislative process and the needs process - could be all the projects would be in Nome. So what I'm saying is that even though we've set these red blocks as to be permanent positions to remain

*which will be
essentially
permanent
1-2-81*

APRIL 15, 1981

here. It all depends on the workload. Anyway this is the way we see it. We have two or three of these in small form which certainly will be available and will certainly be circulated and again, it's just a draft. The Commissioner appointed the task force Rich Armstrong, Charles Matlock, Ron Lind, Administration, and myself to look over the problems. There was consideration to delay this a year I discussed this with him thoroughly - you know it's a bad time - big program - but it was his decision there is no good time - so why delay what is inevitable. So the Governor gave him the direction and he made the decision. We have a questionnaire here that we would like all of those people who are involved in these positions to take. Fill it out and return it as quickly as possible. We wish to know where you plan or would like to be? Remember I wouldn't take the assumption that because it's blue, that it means that position is going to Anchorage. Plus it is very important that position _____ position and yourself to Fairbanks if the need is there so look at that too - so note where you want to be even if it's to remain in Valdez - we want to know that. What are your first, second, third choices would be. We want to know what positions what your choices would be. If there is any particular comments that you attach to something - particular to your situation that you want us aware of. We talked to a couple of individuals personally this morning. Positions of people on the chart in the green since their positions are being eliminated. If there is a particular circumstance, we want to know if you've got a particular problem that we should be aware of. So we want to get you to fill these out and let us know - we can look at them, then we can make some sense out of this puzzle. Because this isn't the only region involved, the Interior, Anchorage Region has spots for people, etc. We want to fit the best we can with the desires of those people that are in those positions with minimal impact. I know that this doesn't answer any questions that were brought up. Mr. Lehfeldt - May I interrupt just a moment - Want to elaborate on Ray's statement where he said if your first choice was to remain in Valdez - that is only applicable to certain positions. According to the chart the only positions that will remain in Valdez are these that are colored in red. And obviously if you don't qualify for one of those positions it would be facetious to list that as a choice because it isn't available to you. These positions are only available to certain people that are doing _____ in a specific job and those jobs are in the Construction Section. Rich Armstrong - One thing though, if somebody in red wanted to move to Anchorage or Fairbanks, we could entertain that. Lehfeldt - but my point is if you don't qualify, no advantage to this or that alternative. Armstrong - I think that when you look at it it will be discussed among yourselves there might be some blues that will stay in Valdez, it might be a red or two that wants to move and so - we will certainly accommodate as long as it fits the overall needs of the state. So what we have done essentially with these blues is - getting back to the specific question - is that we have taken all ROW - this is a part of project development. We have moved all the design people because they are part of the design people and we have moved all the support for design. They have only left Construction and we have looked at it to determine the number of _____ materials inspectors tried to color some of those yellow. (unclear) seasonal type

MINUTES OF COMMISSIONER WARD'S VISIT
APRIL 15, 1981

Shumway -

positions. / So essentially we want you to look at it and offer any comments you might have and fill out questionnaire. The Commissioner also said that we have another thing which probably should be handed out. I think there is about 35 copies of the memorandum here which I hadn't seen until he got off the plane this morning. We asked Deputy Commissioner Ron Lind if he wouldn't prepare something that could be issued to the people that are involved in the move and to point out alternatives, options, relocation costs, what's involved in your family - trying to find another place in Anchorage. What the State will pay for, and hopefully this information can be found in memo being circulated. Perhaps if you look through it and - what we would like to get before we leave here tonight is any other questions that we have not answered. I am not a personnel man necessarily and there are labor agreements we must abide by but if there are particular questions that this memo hasn't answered specifically - like to get them down and they'll be the first questions that we'll try to get addressed. Look over that and fill out the questions. Armstrong - I think there was a little confusion here - those in the yellow - it was intended (unclear) to mean that they were seasonal or that they would be made seasonal and remain here in Valdez. There are a couple of people affected there who are permanent (unclear) and made permanent. That option is certainly open. If you list Valdez first that's what we'll look at first. What you're best fit to do there. If you can fit in - can you fit in - will the supervisor accept you there. I'll gather these up and every location that is listed there, I'll send these around to Steve Sisk in Fairbanks. I'll say, here are people whose first priorities are in Fairbanks, and I'm sure that they'll consider them because of the boundary change. There will be more people. Bill Boyd, ROW - Question's come up about who is going to coordinate it? Shumway - I think Dick will ultimately coordinate it through Herb. As long as you get your questions into Herb - he'll see that you get them into Dick. Dick's part of the task force. I intend to call the task force together.

Robert Lieb, ROW Draftsman -

Valdez Chamber of Commerce

P.O. Box 512 • Valdez, Alaska 99686 • Phone 835-2330

April 08, 1981

Dear Betty,

Please find enclosed mentioned letter of March 31. from Mayor McAlpine to Gov's. Hammond & Miller regarding DOT/PF decision to relocate design & construction personnel from the Southcentral Region to the Central Region. You have our apologies for the delay in this transmittal.

The letter is as factual as can be expected for a response in the time allotted, two working days.

We know and trust you will be giving this item first class attention. You have our best wishes.

Sincerely
Lancey M. Meyring, Pres
Valdez Chamber of Commerce

cc. D. Reed
1001st. COMM

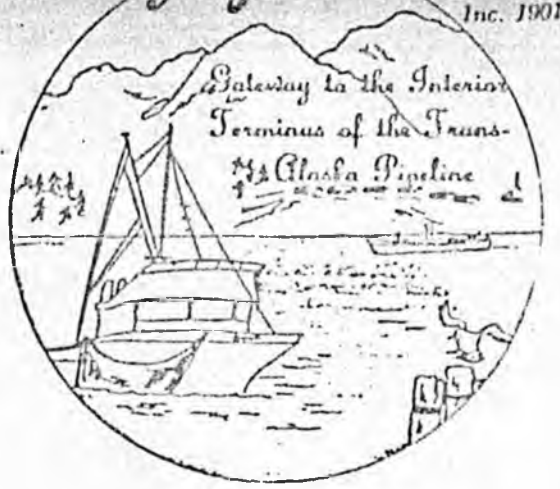
John ...

Betty Cato

City of Valdez
Inc. 1901

March 31, 1981

Governor Jay S. Hammond
Lt. Governor Terry Miller
Office of the Governors
Pouch A
Juneau, Alaska 99811



Dear Governors Hammond and Miller:

As you are aware, a decision has been made within the Department of Transportation to transfer design and construction personnel presently located in the Southcentral Region at Valdez, to the Central Region in Anchorage. The citizens and public officials of the City of Valdez protest this closing and transfer for many reasons. First, the closing of the design and construction section would result in the loss of 67 permanent positions presently attached to the Department of Transportation in Valdez. Additionally, of these 67 permanent personnel, 32 have working spouses whose jobs would likewise be impacted. These individuals are among some of the most highly trained and highly educated in our city. Valdez has always looked with great favor upon the Department of Transportation and individuals employed there and it has always been considered to be of vital importance to our community. Most of these people are homeowners and have lived together with their families for a number of years in the city. In fact, were this move to take place, there would be 63 school age children affected. You may be aware that the city has recently bonded 18 Million Dollars for the construction of the new grade school facility. The ripple effect that is created by the planned move affects not only those individuals and their spouses and the school children, but also the service community that has developed the infrastructure to provide for the needs of these families.

I have been informed that among the reasons for transferring these personnel to Anchorage is to make the Department of Transportation more productive. A review of DOT records indicates that our own Southcentral Region had demonstrated the ability to bring projects to completion in a very timely fashion. The Southcentral Region appears to be staffed to accomplish work within the federal dollar contribution range of approximately 20 Million Dollars. Looking at projections for the region, employees located in Valdez should have advertised or under construction the following projects during 1981:

1. Dayville Road Paving	\$1,000,000	
2. Ferry access and Hazelet Paving	700,000	
3. Mile 43 to 46 Reconstruction	4,000,000	Richardson Highway
4. Mile 46 to 65 Paving	4,300,000	" "
5. Mile 81 to 90 Reconstruction	7,000,000	" "
6. Mile 115 to 125 Reconstruction	8,300,000	" "
7. Mile 186 to 192 Paving	1,000,000	" "
8. Mile 19 to 26 Paving	1,000,000	
9. Copper River Highway Mile 29 to 33	3,000,000	
10. Tok Highway Mile 2 to 30	4,000,000	
	<u>\$34,300,000</u>	

Further review indicates that the Southcentral Region plans to advertise or have under construction the following projects during 1982:

1. Mile 6 to 14 Reconstruction	\$13,000,000	Richardson Highway
2. Mile 16 to 19 Reconstruction	4,000,000	" "
3. Mile 35 to 40 Reconstruction	8,000,000	" "
4. Mile 101 to 106 Reconstruction	9,000,000	" "
5. Mile 38 to 48 Reconstruction	10,000,000	Tok Highway
6. Mile 51 to 52 Reconstruction	600,000	" "
	<u>\$44,600,000</u>	

The records therefore indicate that the Southcentral Region is more productive in terms of dollar amount finished product than is the Southeastern Region located at Juneau, and may soon surpass the Northern Region in Fairbanks. If in fact the attempted move to Anchorage is being done to enhance productivity, history does not bear that out. Anchorage has for many years been considered to be too large and cumbersome to accomplish the projects for which funds have already been allocated. Reviewing further department records indicates that Anchorage has been unable to get projects out for many untold reasons including environmental difficulty and lack of coordination between the various sections within the department. Transferring more personnel into Anchorage would not appear to increase total production, rather the opposite effect would likely result. It would appear that detailed study might result in your conclusion that instead of transferring the Southcentral Region to the Anchorage organization, that a better solution might be an expansion of the present Southcentral Region boundaries, making four equal regions instead of the three that are presently being proposed. The infrastructure, including personnel, equipment, and buildings, which presently exist at the Southcentral Region headquarters, would continue their work and could be looked upon to expand their present workload. None of these facilities presently exist in Anchorage. Transferring the Southcentral Region to Anchorage will not only disrupt individuals lives and greatly impact the economy of Valdez, it will have the consequence of diminishing the ability to service the Southcentral Regional Highway System.

If you or members of your staff would review the highway construction program which has gone on in the Valdez, Cordova, and Glennallen regions, especially with respect to the Glenn Highway and the Richardson Highway, you will note that the rural highway system in this area is better attended than that of other regions. There is no doubt room for improvement and the area desperately needs up-grading on such systems as the Tok cutoff and northern Richardson route, but when viewed in the perspective of the devastating results of the 1964 earthquake and the impact that was felt as a result of the pipeline construction, one quickly realizes that the attention that has been given to these matters far surpasses the attention that has been given to rural highways from the Anchorage based office. Without attempting to lay any blame or point any fingers, I think it is safe to point out that the Central Region has not demonstrated the interest in up-grading the rural highway system which is presently located in their area to the degree that is required in our outlying cities. Review will indicate the poor condition of the Glenn Highway from Palmer, Mile 50 to the Central Region boundary at Mile 118. After review of records, I have learned that not a single mile of that system has been reconstructed since 1960. By present design it can only be said that that particular stretch of highway is in an inferior, sub-standard condition. Nor have I been able to locate any plans in the near future for up-grading that particular section of road. We in this area share a particularly grave concern that if the personnel from the Southcentral Region were transferred to Anchorage, the apparent lack of attention to existing rural systems would carry over to the highways in and around Valdez, Glennallen, and Cordova, with the consequence that

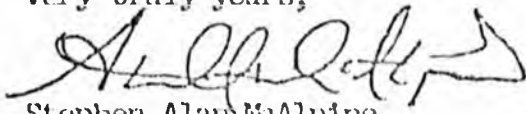
these systems would take very low priority when compared to the large municipal system in Anchorage.

Valdez is proud of the development that has taken place in this community since 1964. We are pleased to be neighbors with Glennallen and Cordova and have recently undertaken to improve relationships with those communities to enhance further development in our areas. These highway systems are critical to the State of Alaska due to the proximity of the Alyeska Pipeline, the proposed construction of the Alaska Oil Refinery and the possible location of a petrochemical complex in this area. The citizens of Valdez undertook the bonding of a 48 Million Dollar dock facility, understanding that the Richardson Highway would continue to be improved over the next several years. Ours is a community that has developed a sense of deep cooperation and immense pride in our ability to accomplish developmental goals and we are deeply saddened by the blow that the Department of Transportation is about to deliver. Among those individuals which the transfer plans would affect are members of the Copper Valley Electric Association's board of delegates, the former chairman of our planning and zoning commission who is presently continuing as a member of that commission, a parks and recreation commissioner, members of the library board, members of the transportation commission, members of the community health commission, members of the Copper Valley Telephone board, and others whose work significantly affects the ongoing operation of our community.

While I have not always agreed with the decisions made in Juneau, I understand that they are made with the best interests of Alaskans in mind. I beseech you to reconsider the impact of this move and make whatever decision necessary to avoid the fallout which will be suffered if it is ultimately implemented.

Thank you for your time, consideration and concern.

Very truly yours,



Stephen Alan McAlpine
Mayor of Valdez

SAMC/sc

Valdez, Alaska

April 16, 1981

The Honorable Jay S. Hammond
Governor, State of Alaska
Pouch A
Juneau, Alaska 99811

APR 16 1981

Dear Governor Hammond:

An open, honest and frank discussion of the recent decision of Commissioner Ward relocating the major functions of the Valdez office of the DOT to Anchorage appears in order.

Having recently received your letter addressing your concerns with excess spending in state government, and your desire to limit excesses in government by constitutional amendment, I feel your concern must be genuine, but your message seriously overlooks the other side of the coin.

As is usual with these types of major bureaucratic decisions, productivity, efficiency and performance do not appear to be factors.

Based on the evidence so far presented by the DOT and as outlined in various communications to you and others, it appears that no solid reason based on financial concerns, the cost to the department, and certainly the economic impact to Valdez have been factors in making this decision.

The only option left to consider, therefore, is in fact that the decision must be strictly political in nature. When one tries to analyze a decision based on the politics involved, the true facts never seem to emerge and become obscured in rumors and innuendos.

It appears that Commissioner Ward may feel he was stepped on by the method used in funding the state airport improvements at Valdez, but I suspect the real reason behind his feelings and decision will never be a matter of public record.

A sign of our times and a constant source of criticism by private enterprise is in the area of over-regulation.

To be functional and progressive requires that industry and commerce be continually involved with impact statements, permits, studies, public hearings, etc.

All this may be for the better, but at a huge cost to the taxpayer and the government.

The many regulatory agencies, authorities and commissions involved with regulation in one form or another certainly use a large portion of our state budget.

It would appear that if all this regulation is necessary, that possibly some sections of state government should not be exempt from those areas designed to protect us Alaskans from one another.

If in fact your concerns for the future of Alaska, as expressed by your aforementioned letter, are genuine, then I ask that you be motivated to require the following:

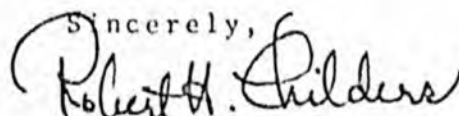
1. Commissioner Ward be directed to prepare a budget study outlining the dollars and cents savings to the DOT, the improved efficiencies, the supposed gains in productivity and a statement of just how this relocation will improve our highways in this district in a timely manner and at lower cost.

In his preparation of this document, please do not exempt him from the usual public hearings, (at least one in Valdez and one in Anchorage). For to have an honest statement, the input from those people concerned and affected by such a move should be at least considered.

2. Please further direct Mr. Charles Webber, Commissioner of Commerce and Economic Development, to prepare an economic impact statement showing exactly what the impact to Valdez will actually be should such a move take place.

I would ask that you direct his statement to be made completely without the aid of Mr. Ward and his DOT, and finally, that once again allow for the public hearing process to be used so that all of those affected can be heard.

Once you have these two documents in hand, I feel confident that your decision on this matter will be honest, non-political and in the best interests of all Alaskans.

Sincerely,

Robert H. Childers

APR 13 1981

OPPOSING THE PLANNED MOVE OF EMPLOYEES OF THE DEPARTMENT OF TRANSPORTATION

WHEREAS, it has been proposed that the Department of Transportation close down the Design and Construction Section of the Southcentral Region and transfer these employees to Anchorage; and,

WHEREAS, 67 permanent jobs in Valdez would be eliminated as well as a substantial number of summer temporary positions if this transfer of the Design and Construction Section were implemented; and,

WHEREAS, a significant number of Department of Transportation employees and spouses scheduled to be moved in this transfer are members of boards and commissions through which they have contributed greatly to the smooth operation of community programs; and,

WHEREAS, 63 school age children would be involved in this move which would most certainly impact adversely the Valdez City Schools system which is currently readying a newly constructed elementary school; and,

WHEREAS, we strongly feel that the efficiency and productivity of our regional office of the DOT has been amply demonstrated by projects completed, bid and projected through 1981-82; and,

WHEREAS, it is felt that our critical network of rural highway systems in the Valdez, Glennallen and Cordova areas would not receive their needed attention were the supervising agency moved to the metropolitan area; and,

WHEREAS, it is of the utmost importance that the highway corridor to the interior be continually upgraded so as to provide an efficient route to serve the newly bonded 48 Million Dollar dock being constructed here in Valdez; and,

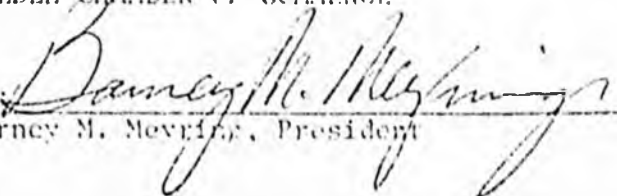
WHEREAS, historically Anchorage has had significantly more problems in implementing programs than has the Southcentral Region office in Valdez; and,

WHEREAS, we strongly support and encourage the strengthening of the Regional concept wherein individual regions are to be given authority and responsibility over the areas they directly affect,

NOW, THEREFORE, BE IT RESOLVED that the Valdez Chamber of Commerce strongly protests the planned Department of Transportation move from Valdez and urges that the Department of Transportation instead expand the boundaries of the Southcentral Region to take advantage of support facilities and the outstanding personnel already in place here in Valdez.

DONE this 9th day of April, 1981, at Valdez, Alaska.

VALDEZ CHAMBER OF COMMERCE

By: 
Barney M. Meyring, President



General Teamsters Local 959 State of Alaska

Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America
ANCHORAGE, ALASKA 99510, P. O. Box 2092, (907) 276-4324 JESSE L. CARR (Secretary/Treasurer)

FAIRBANKS, ALASKA 99701, P. O. Box 602, (907) 463-8224
JUNEAU, ALASKA 99801, 366 W. Broadway, (907) 584-3225
KENAI, ALASKA 99611, P. O. Box 119, (907) 284-4438

April 16, 1981

Commissioner Robert W. Ward
Dept. of Transportation and Public Facilities
State of Alaska
Pouch Z
Juneau, Alaska 99811

Dear Commissioner Ward:

It has come to my attention that the Department of Transportation and Public Facilities is currently proposing to close down the Design and Construction section of the South Central Region, currently located in Valdez, and transferring those employees to Anchorage.

I certainly join with the community of Valdez and the personnel effected in registering grave concern over the reasoning and validity of such action.

Past performance has shown that efficiency of the South Central Region has been commendable, particularly compared to the performance efficiency of other locations within the Department. Badly needed improvement of the Richardson Highway following pipeline construction bears this out. As often is the case, it would seem to me that a smaller satellite administrative entity can respond to the demands of their responsibility with greater dispatch than those oftentimes mired down within the malaise of large and bureaucratic administrative constrictions. If the purpose of such a consolidation is to enhance efficiency, I feel the exact opposite would be the result.

An additional factor, which is of equal, if not even greater importance, is the social-economic impact such an action would have on the community of Valdez. I am informed that directly effected would be close to 70 positions. Even those given the opportunity to transfer would face disruption for their working spouses and

Commissioner Robert W. Ward

April 16, 1981
Page 2

and school age children. These factors are of no small matter to those directly effected, nor to the general economy of the Valdez community. I would hope that you give serious reconsideration to the consolidation action proposed.

Sincerely,

Jesse L. Carr
Jesse L. Carr
Secretary-Treasurer

JLC/DB/b

cc: Lt. Gov. Terry Miller ✓
Repr. Betty Cato
Sen. Jalmar Kertula

Phone: (907) 424-3237
or 424-3238

CITY OF CORDOVA

Box 1210 602 Railroad Ave.

CORDOVA, ALASKA 99574

"The Friendly City"

Reply to:

April 22, 1981

The Honorable Lt. Governor Terry Miller
State of Alaska
Pouch AA
Juneau, Alaska 99811

Dear Lt. Governor Miller:

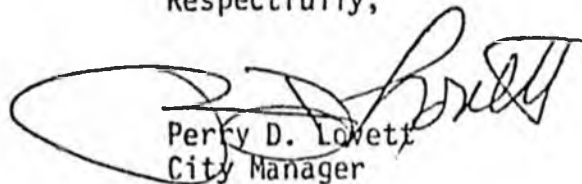
The Cordova City Council is adamantly opposed to the relocation of the Design and Construction elements of the Alaska Department of Transportation/Public Facilities from Valdez to Anchorage.

The Valdez Office has very adequately serve the Cordova area and there is serious concern of the lack of coordination and present level of service for Cordova from the Anchorage Planning Section. Past experience would lead one to believe that Design and Construction service would severely decline if located in Anchorage.

The impact of removing 60 families and community leaders from Valdez will have a long felt social and economical impact on Valdez. This impact most likely will require a major infusion of State funds to correct an over exuberant reaction from the Administration.

Attached is a copy of City of Cordova's Resolution 81-25. We urgently request your support in suppressing this unnecessary and ill-advised reorganization.

Respectfully,



Perry D. Lovett
City Manager

PDL:st

cc: All Senators
All Representatives
Commissioner Robert Ward

RESOLUTION 81-25

A RESOLUTION OPPOSING THE RELOCATION OF THE DESIGN AND CONSTRUCTION SECTION OF THE STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, VALDEZ REGIONAL OFFICE

WHEREAS the Commissioner of the Alaska Department of Transportation and Public Facilities (DOT/PF) proposes to move the Design and Construction section of the Valdez Regional Office from Valdez to Anchorage, and

WHEREAS the City of Cordova has had an excellent working relationship and excellent lines of communications with the design and construction sections located in Valdez, and

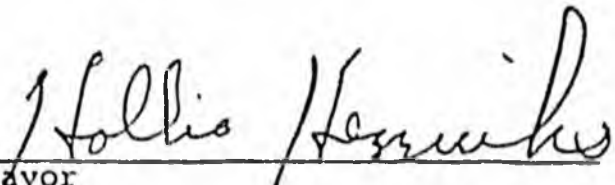
WHEREAS the City conversely has had difficulty in communicating with the planning section of the State Department of Transportation and Public Facilities now located in Anchorage due to lack of understanding and knowledge of the Cordova area, and

WHEREAS the City Council is aware of the financial impact of moving 60 families from Valdez with a population of about 3,000, and

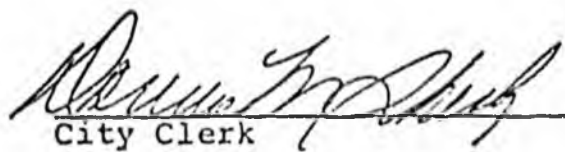
WHEREAS the City Council is also aware of the intellectual drain on the Valdez community by forcing the relocation of several of the community leaders including members of the School Board, Advisory Commissions, and others.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Cordova, Alaska, to strenuously object and oppose the proposed relocation of the Design and Construction section of the State of Alaska Department of Transportation and Public Facilities from Valdez to Anchorage.

PASSED AND APPROVED THIS 20 DAY OF April 1981.



Mayor



City Clerk

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.

Let's hear from the public

We're glad to see legislators taking an interest in a proposed reorganization plan that would unravel the state Department of Transportation office in Valdez. It's our view that the plan is a bad idea and that the public hearings sought by state Sen. Jay Kerttula and state Rep. Betty Cato will bear out that contention.

The department at first proposed stripping the Valdez office of its design and construction sections, moving the 70 or so workers affected to Fairbanks and Anchorage. After it became clear that the move was going to be controversial, DOT said it would move only the design section—about 25 people.

We believe that quick shift indicates just how ill-thought-out this supposed reorganization really is. The reorganization is part of an attempt to consolidate four regional offices into three and provide more regional control.

Now the state legislators representing Valdez are trying to get full public hearings on the issue and to delay any moving of personnel for a year to give everyone affected time to comment and suggest alternatives.

The request will come in the form of a resolution and we hope Fairbanks' legislators will support it. While it's true that some of the jobs would come to our city, it's also true that breaking up the DOT installation at Valdez could seriously hamper the continued development of the Richardson Highway. That road is the only artery from interior Alaska to the Valdez harbor, and the route is going to grow in importance as our area develops and as the City of Valdez completes major improvements to its port.

DOT Commissioner Bob Ward was something less than enthusiastic about the prospect of hearings on this issue. "Generally," he said, "the executive decisions of government don't run by public hearings."

That, of course, is true—and it's also one of the things that's often wrong with "executive decisions." It seems to us that the proposal to dismantle an office that is doing a good job and to wrench quite a number of people away from their homes could bear some public scrutiny.

Let's have those hearings.

Coal fuel prices

Voting a

WASHINGTON - On the face of it, the question of whether to support an extension of the Voting Rights Act is an awkward political problem for President Reagan and the new administration. But it also represents an unusual political opportunity.



The opposition to the law is powerful in this new Congress. And it is predictably centered among conservatives who were leading supporters of Reagan in his campaign for the White House and who continue to be important to him in carrying forward his legislative program.

The leading critic, Chairman Strom Thurmond of the Senate Judiciary Committee, is in an obviously pivotal position to bring about major changes in the law, and he has pledged to do just that. Indeed, some of the dwindling band of liberal supporters believe there may be enough opponents in the Senate to scuttle the law outright when it expires Aug. 6, 1982.

The opposition is based first on the argument that the 1965 law unfairly singles out the South for most of its

attention. An 10 states full Rights Act South. Howe applied to 1 particularly cover Ameri Americans h tended the act The oppe vehement in called "pre They apply (Alabama, Mississippi, Virginia) plus others. The because they literacy tests of less than 50

MARKED BY THE STATE OF ALASKA

Here comes the 1:28...



Transportation agency plans partial move from Valdez

COMBINED JUNEAU BUREAU
AND STAFF REPORT

An estimated 70 jobs in the Valdez regional office of the Department of Transportation could be affected by a department reorganization announced last week.

But it could be nearly two years before the personnel—all within the design and construction division—are moved from Valdez to regional offices in Anchorage and Fairbanks, say officials.

"It's not our desire to disrupt a lot of things," DOT Commissioner Bob Ward said Friday. "Within the next year, you will see some changes."

The reorganization is an attempt to give regional offices more authority and reduce the need to get approval on day-to-day operations from Juneau, Ward said.

The existing regional offices will be centralized at three locations—Anchorage, Fairbanks and Juneau.

Many of the changes will occur by Oct. 1, at which time new regional directors will take over.

"Meanwhile, the existing organizational structure will, with minor exceptions, remain in place to assure minimum disruption of the department's expected record-breaking season for capital projects," said a DOT press release.

Regional engineer Herb Lehfeldt was called to Anchorage late last week to go over the reorganization, but he said after-

wards he did not yet know how it would impact local employees specifically.

"I have no knowledge," he responded.

DOT personnel officer Roger Thayer said that Valdez is home for about 35 year-round employees in the design and construction division, with another 35 persons hired seasonally, most in the Valdez area, he said.

Region-wide, the Southcentral area has about 50 full-timers and nearly 100 hired seasonally,

Lehfeldt said.

According to Thayer, most of the permanent employees will be transferred under the reorganization—although it is expected that some of the seasonal workers will still be hired in Valdez for construction projects there.

"Most of the design and construction facilities will be phased out (in Valdez)," Ward said.

The reorganization is apparently a response to mounting (see TRANSPORTATION P. 12)

Valdez Vanguard

Member of the Associated Press

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"Where the news you want
to know comes first."

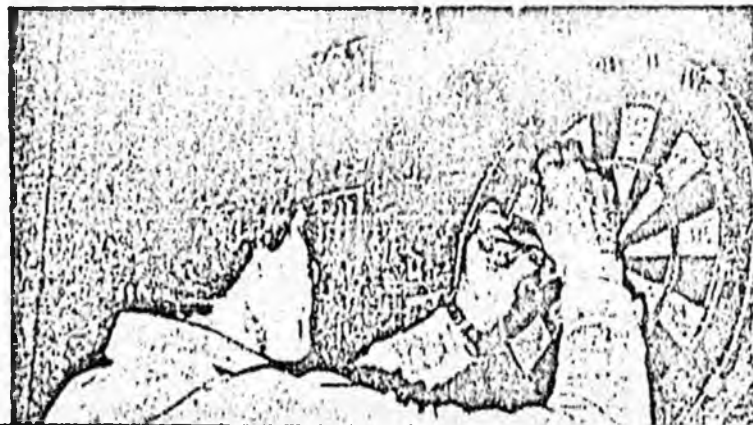
VOL. 6, NO. 14

VALDEZ, ALASKA, WEDNESDAY, APRIL 1, 1981

50 CENTS

Reagan recovers

(AP)—President Ronald Reagan, in "exceptionally good condition" and "excellent spirits," resumed the duties of the presidency Tuesday from a hospital bed after an assailant's bullet was removed from his chest.



Special wing aims at independence

(EDITOR'S NOTE: This is the second part of a multi-segment series on the Herman Hutchens School, to be open next fall.)

By CHARLIE SPENCER
Vanguard editor

Bac. when school officials first discussed building a new school at Valdez, there was no suspicion the building later would be im-

DOT has been under fire this legislative session for what some claim is \$2 billion worth of projects approved by the Legislature but still not yet in the works. Both the House and Senate have hired special investigators to look into the problem.

Other legislators have complained that too many decisions are made in Juneau when they could be made more efficiently in regional offices.

Ward said a DOT task force is currently studying the details of the reorganization.

In the meantime, the following moves were announced:

- Charles Matlock, currently director of highway design and construction, to Southeast Region director;

- Richard Armstrong, currently director of general design and construction, to Central Region director;

- Steve Sisk, currently Interior Region highway construction engineer, to Interior Region director; and

- John Simpson, chief of highway project development, to director of the standards and technical services division for design and construction.

Lehfeldt, a former Valdez city manager, said he also did not know how he was to fit into the new scheme. As one of the

whether the department will adjust the boundaries of the Southcentral region, which covers more than 800 road miles.

There is concern at Valdez about a shift of responsibility for the southern portion of the Richardson Highway to Anchorage, rather than to the Interior Region based at Fairbanks.

"Many of our interests aren't compatible with those of Anchorage," said Gige Hillar, chairman of the Valdez Transportation Commission.

He said he was concerned that local projects now must compete directly with work at Anchorage.

The local commission recently reviewed DOT's plans for the

its approach to the Legislature on future Richardson Highway funding.

The city is vitally interested in the link to the Interior because of its importance to port development here.

"I would hate to think that would all go for naught," Hillar said of the commission's highway study.

The design and construction arm of DOT is one of four branches of the state's giant "super-agency." The others are administration, based in Juneau; planning, which previously shifted its function out of Valdez to Anchorage; and maintenance and operations, headed by Jack Morrow at Valdez.

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School Lunch Menu

High School

Assorted Chilled Fruit
Assorted Soups
Assorted Sandwiches
Assorted Desserts
Milk or Punch

Assorted Salads w/Dressing
Mashed Potatoes w/Gravy
Hot Beef Sandwich
Buttered Corn
Assorted Desserts
Milk or Punch

Assorted Salads w/Dressing
Spaghetti & Meat Sauce
Garlic Bread
Assorted Desserts
Milk or Punch

Assorted Salads w/Dressing
Mexican Casserole
Tacos
Assorted Desserts
Milk or Punch

Assorted Fruits
Chicken
Mashed Potatoes w/Dressing
Hot Vegetable/Gravy
Dinner Rolls w/Butter
Assorted Desserts
Milk or Punch

MON Pineapple Chunks
APR Chicken Noodle Soup
8 Peanut Butter & Jelly Sandwich
Cheesecake
Fruit Punch

TUES Carrot Sticks
APR Macaroni & Cheese
7 Green Beans
Buttered Bread
Iced Cake
Milk

WED Jello
APR Chicken
8 Mashed Potatoes w/Gravy
Corn
Pudding

THUR Fruit Punch
APR Tossed Salad w/Dressing
8 Spaghetti & Meat Sauce
Garlic Bread
Cookies

FRI Chocolate Milk
APR Fruit Salad
10 Mexican Casserole
Tacos
Ice Cream
Fruit Punch

Thought for the week: The only man who can change his mind is a man that's got one.

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At the end of the road

The latest word from the Department of Transportation and Public Facilities is bad news, both for a large number of families in the community and for the region's transportation picture.

DOT, continuing the trend toward centralizing the massive state agency, is apparently moving a large chunk of the South Central Region headquarters into Anchorage.

DOT's predecessor, the Department of Highways, was long a mainstay in this community. The department is still a major presence, and its

employees are found in many social and official positions in the community (e.g. filling three of the five posts on the school board).

Their transfer would be a major loss to the community.

But it must be remembered why the department has been here all these years. Historically, the road leading inland from Valdez has been one of the major transportation corridors in the state.

There is good reason to believe its importance will not diminish, because of both its role as a supply link to the Interior and its

potential as an avenue for resource extraction.

Yet we are told that all but the maintenance of this large transportation region must be done at some office in Anchorage.

This does not bode well for Valdez.

First, the implication is that our projects will be faced with greater competition from Anchorage area work, in terms of attention if not in funding. This comes not long before reapportionment looms as a pendulum which will most certainly swing more clout than ever before

towards the Central Alaska region.

Second, it is hard enough sometimes to coordinate and communicate with the DOT officials when they are located right here in town. How's it going to be when they are more than 300 miles away?

Any means to increase efficiency in the unwieldy transportation agency would be welcome. But this proposal, another DOT move typically dumped on us with neither warning nor adequate explanation or justification, appears a good way only to strand Valdez at the end of the road.

Letters to the Editor

Because of space limitations, the Vanguard reserves the right to edit for length any letter in excess of 450 words. Each letter must carry the full address of the writer and be signed. Unsigned letters will not be published, and names will not be withheld. The Vanguard also reserves the right to edit or reject letters deemed libelous or in poor taste.

Bemused at 'Runaways' controversy

To the editor:

In a state where marijuana is legally grown for personal consumption and a "city" where Playboy is quoted more extensively than the Bible, I'm completely bemused by the controversy over "Runaways!"

It's not exactly a new thought, but I wonder if Michelangelo's "David" would be clothed in Levis and a hard hat prior to being displayed in Valdez?

In my first job interview in Valdez, one of several questions

hand, but an office employee.

I also wonder if "Goldilocks" wasn't the last piece of literature perused by our citizens. Folks around here sure seem to know their Grimms!

I wonder how many citizens have actually read the "Runaways" script. Are we once again dealing with that old demon hearsay? Teh, teh!

In a city such as Valdez, I think we are most fortunate to have "live" theatre and other performing arts.

"Goldilocks" to "Hair"—a little something for everyone.

At any rate I'm sure the controversy which has created such publicity will only whet the appetites of the more advanced individualists of Valdez—one of the reasons for the progressiveness of this city, rugged individuals.

Indeed, Valdez is a Phoenix risen from the ashes, prospering and progressing, advanced-thinking and forward-looking.

Vive Valdez! Bravo Perform-

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Wayne April
President and Publisher

Charles D. Spencer
Editor

Correction

An introduction was left off from one of the letters to the editor in last week's Vanguard.

note from local fire prevention officer Jerry Blank.

Blank submitted the letter, saying he had once before contacted

Dow-Shell still considering Interior

In the wake of statements by Doyon Ltd. on why it pulled out of the Dow-Shell consortium studying feasibility of a petrochemical industry in Alaska and a letter from North Star Borough president warning of potential "serious consequences" of the withdrawal, the Dow-Shell group has reiterated that it will study petrochemical development in Interior Alaska. The studies, said F.R. "Pete" Lehman, project director, will include a potential site for an aromatics plant, methanol plant, power-generating facilities, a straddle plant and a Styrofoam plant and the group has "not discounted the area near Fairbanks as a site for a main petrochemical complex." In a prepared statement, Carlson said that Doyon's withdrawal "could have serious consequences for the ultimate success of the effort," especially if Interior Alaska is cut off from direct benefits of petrochemical development, including jobs, fuels and products. Dow-Shell has also submitted its second

monthly progress report on the Alaska Petrochemical Study Project to the state. The study is now expected to cost more than \$5 million, up \$3 million from the original estimate. The initial olefins production unit in the study has now been sized at 1.2 billion lb. per year capacity and the size of derivatives plants are now based on that capacity. Preliminary designs for liquid and dry cargo handling facilities have been developed and the type of ships needed to transport products to Pacific Rim markets are being determined. An engineering study contract has been awarded to William Brothers Engineering Company for the northern leg of the gas liquids pipeline and route selection studies from Prudhoe Bay to the interior have been initiated.

Study recommends better transportation in Valdez

A regional transportation study recently released urges more and better barge, ferry and highway service to Valdez. Commissioner Bob Ward of the Department of Transportation and Public Facilities said he favored "scenario 4" from the study, titled the Prince William Sound Regional Transportation Study. The study calls for the Copper River highway to be continued, linking up

with the Richardson Highway. Scenario 4 calls for extending the controversial highway up the Tasnuna River. It also recommends improvements to boat harbors in Valdez, Seward and Whittier; encouragement of barge and rail service to Valdez and Seward; encouragement of roll-on, roll-off container-ship service to both those communities; improvements to the existing highway system to both places; increased ferry service to Valdez and Whittier; and an examination of the potential for reducing ferry service to Cordova as a consequence of highway accessibility.

Wildlife refuge potential 'excellent'

A recently released report from the state's Division of Geological and Geophysical Surveys says the Arctic Wildlife Refuge on the North Slope has "excellent potential" for discovery of commercial hydrocarbons. Surface rock formations studied in 1979 by state researchers and the U.S. Geological Survey give strong indications that major hydrocarbon deposits lie beneath the surface, according to the report. Some of the tests indicate "impressive source rock values" which "compare favorably with some of the major oil-producing areas of the world." Findings were based on analysis of more

than 300 rock samples which included age dating. Initial data from the studies was viewed incorrectly as pessimistic in some circles because of a press release from the Department of the Interior which "downplayed" importance of the range, according to one of the report's authors. Irven Palmer Jr. says Interior Secretary Cecil Andrus downplayed the reports for environmental reasons but all the data and findings done by the USGS showed that the range has great potential. The total report is on sale at the state's G&GS offices.

Spenard buys SBS stores

Spenard Builders Supply has purchased the five Superior Building Supply stores located in Alaska, bringing to 10 the number of Spenard retail outlets in the state. The Superior stores, located in Kenai, Soldotna, Homer, Kodiak and Glennallen, will retain their names until May 1. In the interim, the new owners will design and build displays for expanded product lines, implement a competitive bidding and pricing structure and build inventories. James O. Campbell, Spenard president, said the acquisition puts Spenard Builders five years ahead of its goal to be in every major population center in the state.

Editorial

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 $40 \cdot \frac{x}{100} = 100 \cdot 40$
 $x = 4000$

4-29-81

HCR 25

Population -

Comm. Ward. / DOT PF

3-4M

Steve McAlpine -

design section - out

5 yr

25 jobs - immed - later

options available -

- K. Kelsey -
- Walt Day -
- John Jagen
- John Allen
- John Devins
- Chuck Kopege
- Art Racken
- Mac McDonald
- Rob. Keller
- Max Patchen
- Mark Lewis

John Kelsey - Valdez - transportation

comm not - oil town -

more study / more input

48mm dock 18mm school

Walt Day - citizen - 50 yrs

John Jagen

civic position - in (3 school bus members)

Alaska - 250 -

State - 250 + (250)

DOT - 100 100

Local 150

Private - 50

Service - 50-75

Sherry Shelly -
APEA

26 to move - 30 positions (4 vacant)

opposed to move -

Harbor view to API

Valdez test case

John Allen - Pres. Tetithel -

4 staff - office bldg - 16 last yr. → 30 this yr.

John Devins - P.W.S. C.C.

12 noo estimation -

enrollment -

part-time instructors -

→
25 now - _____ later
total now _____

Options -

When & why

Reasons for:

March 29th notification date -

3 positions eliminated -

would transfers from Arch to Lunenburg
result for the trans from Veldos
to Arch - how many / which ones /
results -

=

Testimony

knee-jerk

efficiency of dept.

construction unit will remain

design will move -

now - till - oct to move

not more than 30 people -

"move not critical for move"

STEPHEN MCALPINE

25 JOBS IMMEDIATELY

Reduction IN MAINTENANCE, etc

240 STATE, 100 D.O.T SUMMER MONTHS
150 LOCAL GOVT., PRIVATE SECTOR 50, BALANCE A
50-75

JOHN KELSEY

BORN AND RAISED - VALDEZ

DOCK AND TRANSPORTATION BUSINESSES

VALDEZ IS TRANSPORTATION COMMUNITY

COST/BENEFIT NOT DEMONSTRATED

BUILDING \$8x10⁶ SCHOOL AND \$5x10⁶ DOCK

PREDICATED ON PRESENT POPULATION.

NOTIFIED 3/29/81 OF PERSONNEL MOVE-OUT

INITIALLY 67 NOW 25

3800 to 4200 POPULATION IN VALDEZ

- Kelley
- Day
- JAGGER
- ELLEN
- DEBBENS
- LEPAGE
- BORJEN
- McDONALD
- KELLER
- WATCHELDER

Jobs ??

LOSS \$ - 1.2x10⁶ PAYROLL

x 4.2 Factor
\$5 MILLION

75 to 100 INCLUDING FAMILIES

PLUS SUPPORT PERSONNEL

WALT DAY

52 YEARS AGO to VALDEZ

DOT PLAYS KEY ROLE IN VALDEZ

IF LOSE 1 of D.O.T. JOBS,

WILL LOSE 2 OTHER JOBS.

~~400 to 500 TOTAL EMPLOYED~~

240
100
150
50

540
+ 50-75

540 + 50-75

25%
600 x %

JOHN JAGGER

SOLVED WRONG PROBLEM and

USED WRONG PROCESS / COMM. WARD

TO SOME EXTENT THIS HAS HAPPENED

IN NOME.

Many CIVIC LEADERS INVOLVED

COMM. WARD SAYS MOVE NOT CRITICAL

SHERY SHELLY

APEA NOT IN FAVOR OF MOVE
ECONOMIC REASONS FOR NOT MOVING NOW -
PERDIEM !!

CONSTRUCTION ANTICIPATED TO MOVE
LATER

HARBORVIEW to MOVE / API }
VALDEE IS TEST CASE. } RUMOR !!

JOHN ALLEN

PRESIDENT - TATTLER CORPORATION, MOVED
to VALDEE 3 MONTH AGO FROM VALDEE.

BUILT OFFICE BUILDING. 4 PERMANENT STAFF
PLUS CONSTRUCTION COMPANY - STAFF OF ABOUT 30.

JOHN DEVINS - PRES. PRINCE WILLIAM SOUND
COMMUNITY COLLEGE.

ASKING 12 MONTHS EXTENSION

25 FAMILIES IMPACTED IN VALDEE. - WILL
LOSE \$20K ON HOMES IF THEY SELL NOW.

COMMISSIONER WARD

DO NOT OPERATE BY KUD- JENK
UNDERSTANDS EFFICIENCY OF D.O.T.
SCHOOL WILL NOT CLOSE

MOVE DESIGN, BUT NOT CONSTRUCTION
MADE COMMITMENT TO APEA THAT NOT
MORE THAN 30 PEOPLE WILL MOVE.

MOVE IS FOR EFFICIENCY
NONE MOVED TO FAIRBANKS, PRIMARILY
BY ATTRITION.

HJR

20

Introduced: 2/26/81
Referred: Transportation

1 IN THE HOUSE

BY MOSS, BROWN AND PHILLIPS

2 HOUSE JOINT RESOLUTION NO. 20

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 Requesting the President to direct
6 the creation of a utility corridor
7 for the extension of the Alaska
8 Railroad to the Canadian border.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS it is essential that transportation links be developed if
11 Alaska, and especially interior Alaska, is ever to attain its full potential;
12 and

13 WHEREAS, traditionally, railroad systems have been in the forefront of
14 the development of new territories, no matter where they have existed in the
15 world; and

16 WHEREAS the Yukon Territory is in the same position as Alaska in that
17 transportation systems are needed to aid further development; and

18 WHEREAS it would seem logical and proper that the Alaska Railroad
19 should connect with the Canadian railway system at some strategically
20 located point; and

21 WHEREAS such a transportation linkup would be of vast benefit to
22 Alaska, the Nation, and the Yukon; and

23 WHEREAS the designation of land for extension of the Alaska Railroad
24 should include a corridor wide enough to accommodate the state's future
25 transportation and utility needs in the area; and

26 WHEREAS the Alaska Railroad has in its enabling Act, The Alaska Rail-
27 road Act (43 U.S.C. 975 - 975(g)), authority to extend its track up to 1,000
28 miles in length;

29 BE IT RESOLVED that the Alaska State Legislature respectfully requests

1. dedicate Fed. lands with in the utility corridor
to the Can. border for railroad use.
 2. purchase, or E.D. purchase, otherwise acquire,
or use of E.D.
- To negotiate and purchase.

To acquire

1 the President of the United States to direct the Secretary of Transportation
 2 ^{his power as} to exercise the eminent domain authority found within the Alaska Railroad
 3 Act (43 U.S.C. 975 - 975(g)) to acquire sufficient land for the extension of
 4 the Alaska Railroad along a utility corridor to the Canadian border.

5 COPIES of this resolution shall be sent to the Honorable Ronald Reagan,
 6 President of the United States; the Honorable Drew Lewis, Secretary of
 7 Transportation; Mr. John M. Sullivan, Administrator of the Federal Railroad
 8 Administration; Mr. Frank H. Jones, General Manager of the Alaska Railroad;
 9 and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S.
 10 Senators, and the Honorable Don Young, U.S. Representative, members of the
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10 Senators, and the Honorable Don Young, U.S. Representative, members of the
11 Alaska delegation in Congress.

12 *miscellaneous - subject -*

13
14
15
16 *1. negotiate purchase or otherwise acquire*
17 *2. dedicate for exercise eminent*

18 *dedication of federal land*

19 *insert -*

20
21 *① dedicate fed land within ut corridor*
22 *to the Can border for railroad use*

23 *② negotiate for purchase or otherwise*
24 *acquire or exercise eminent domain*

March 9, 1979

Re. Resolution 20

Dear Chairperson & Committee

I am writing for ourselves
and concerned neighbours.

Is your committee aware of
what the proposed corridor for
the railroad will do to us.

The proposed corridor starts
at Moose Creek then follows
the North bank of the Tarana
river. Then it will
completely ruin many families
country life style. This also
involves cutting thru large
areas of virgin timber, ruining
moose and wild life habitat.

Before passing any resolutions
would you in your committee
consider inspecting the proposed
route from Moose Creek to
approx. mile 46 Richardson Hwy

There are at least two
alternate routes that
are more feasible.

Thank you
- Mrs J M Bradley
SR 90352
Hills. Ct. 99701

House Transportation Committee
Differences in HJR 20 and SJR 18.

The title of the resolution remains the same.

Line 10: Between the words "that" and "transportation" "an international" is inserted.

Lines 14-15: "no matter where they have existed in the world" is omitted.

Line 16: Between the words "territory" and "in" insert "and British Columbia are"

Lines 18-20 are intact.

Line 21: The word "vast" is changed to "mutual"

Line 22: The word "nation" is changed to "the United States. The word "Yukon" is changed to "Canada"

Lines 23-25 are omitted. Lines 22-25 of CSSB 18 are inserted. "WHEREAS members of Canadian governments have expressed a willingness for talks concerning an international rail connection; and WHEREAS President Reagan spoke many times during his campaign of using the vast storehouse of vital energy resources in Alaska; and"

Lines 26-28 are intact.

Line 28: After Line 28 of CSHR 20 are inserted the following lines from CSSB 18. "WHEREAS sec. 501(a) of P.L. 94-579 of October 21, 1976, authorizes the establishment of rights-of-way by the Secretary of the Interior over public domain land; and WHEREAS the President, under authority granted to him by the Alaska Railroad Act of 1914, could eliminate a vast amount of red tape, delay, and excessive cost to government;

Page 2

Line 2: "Secretary of Transportation" is changed to Secretary of the Interior.

Lines 2-4. Lines 2-4 are changed to read, "to create a utility corridor for the extension of the Alaska Railroad to the Canadian border as described in Alaska Department of Transportation and Public Facilities Project X20089.

Lines 11-17: The Honorable James G. Watt; Secretary of the Interior, The Honorable Robert Burford; Director-Designate of the Bureau of Land Management are included.

ALASKA OVERVIEW: LEGISLATIVE HISTORY

The Alaska State Legislature enacted House Joint Resolution 27 in 1975, directing Governor Jay Hammond to convene an international conference to discuss possible railroad connection between Alaska and Canada. However, only through constant pressure by legislative leaders on the Governor's office did it finally occur. On April 8, 1976 (one year later), a meeting was held in municipal offices in Juneau, attended by members of state, federal and Canadian governmental agencies, and representatives of industry and rail companies from Alaska, Canada and the Western United States.

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It was learned that Alaska was far behind Canada in transportation planning, particularly for rail, and that an official commitment to perform such planning was essential. That commitment came in the form of a special legislative appropriation. To show good faith to both the Canadian and the U.S. Federal governments, resolutions were enacted that declared Alaska's support for the project. The Alaska State Legislature appropriated the sum of \$50,000, to perform a review of the project's potentials. Further, it was agreed that there was great potential in the State, and that it appeared to be a most viable project. The major hurdle would be the assurance that continued efforts would be made to pursue the idea, and that a formal commitment be made by the State of Alaska. The majority of those in attendance were clearly in favor of further work on this project.

In 1977, the Alaska State Legislature appropriated \$865,000 for the purpose of reconnaissance photography and studies, field surveys, mapping, engineering work and cost comparisons to delineate a utility corridor and railroad right-of-way for extension of the Alaska Railroad. Governor Jay Hammond line-item vetoed all but \$150,000 of the money appropriated. The Department of Transportation was only able to perform minimal route reconnaissance in 1977.

At the opening of the next legislative session in January 1978, the members restored the full dollar amount of the original appropriation by overriding the veto. By this time, however, the most important factor controlling success of this project was time, since a great amount of work needed to be completed before June 30, 1979, at which time the funding was scheduled to expire.

In 1978, the Governor again line-item vetoed \$265,000 out of this same appropriation, and the Alaska State Legislature immediately appropriated these same dollars to the Legislative Council, in order to complete the work as planned. Thus, the authority of the Governor to control these dollars was taken away. The assurance that the necessary work would be completed was accomplished.

In 1979, the Governor once more attempted to line-item veto the \$265,000 from the budget, but this time was forced to replace the money because contracts were already committed on these dollars, and substantial legal liabilities would have been incurred by himself and his office. The Alaska State House and Senate issued a joint statement in 1979 giving full support to the rail extension project.

THE ALASKA RAILROAD ACT,

signed into law March 12, 1914,

(38 Stat. 305) states:

"The President of the United States is empowered, authorized, and directed to designate and cause to be located in the Territory of Alaska not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein...."

RAILROADS, TELEGRAPH, AND TELEPHONES

301. Railroad; location, construction, and operation.—The President of the United States is empowered, authorized, and directed to adopt and use a name by which to designate the railroad or railroads and properties to be located, owned, acquired, or operated under the authority of sections 301 to 308 of this title; to employ such officers, agents, or agencies,

in his discretion, as may be necessary to enable him to carry out the purposes of sections 301 to 308; to authorize and require such officers, agents, or agencies to perform any or all of the duties imposed upon him by the terms of sections 301 to 308; to detail and require any officer or officers in the Engineer Corps in the Army or Navy to perform service under sections 301 to 308; to fix the compensation of all officers, agents, or employees appointed or designated by him; to designate and cause to be located a route or routes for a line or lines of railroad in the Territory of Alaska not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein, and so as to provide transportation of coal for the Army and Navy, transportation of troops, arms, munitions of war, the mails, and for other governmental and public uses and for the transportation of passengers and property; to construct and build a railroad or railroads along such route or routes as he may so designate and locate, with the necessary branch lines, feeders, sidings, switches, and spurs; to purchase or otherwise acquire all real and personal property necessary to carry out the purposes of sections 301 to 308; to exercise the power of eminent domain in acquiring property for such use, which use is declared to be a public use, by condemnation in the courts of Alaska in accordance with the laws now or hereafter in force there) to acquire rights of way, terminal grounds, and all other rights; to purchase or otherwise acquire all necessary equipment for the construction and operation of such railroad or railroads; to build or otherwise acquire docks, wharves, terminal facilities, and all structures needed for the equipment and operation of such railroad or railroads; to fix, change, or modify rates for the transportation of passengers and property, which rates shall be equal and uniform, but no free transportation or passes shall be permitted except that the provisions of the interstate commerce laws relating to the transportation of employees and their families shall be in force as to the lines constructed under sections 301 to 308; to receive compensation for the transportation of passengers and property, and to perform generally all the usual duties of a common carrier by railroad; to make and establish rules and regulations for the control and operation of said railroad or railroads; in his discretion, to lease the said railroad or railroads, or any portion thereof, including telegraph and telephone lines, after completion under such terms as he may deem proper, but no lease shall be for a longer period than twenty years, or in the event of failure to lease, to operate the same until the further action of Congress. If said railroad or railroads, including telegraph and telephone lines, are leased under the authority given under sections 301 to 308, then and in that event they shall be operated under the jurisdiction and control of the provisions of the interstate commerce laws; to purchase, condemn, or otherwise acquire upon such terms as he may deem proper any other line or lines of railroad in Alaska which may be necessary to complete the construction of the line or lines of railroad designated or located by him. The price to be paid in case of purchase shall in no case exceed the actual physical value of the railroad; to make contracts or agreements with any railroad or steamship company or vessel owner for joint transportation of passengers or property over the road or roads herein provided for, and such railroad or steamship line or by such vessel, and to make such other contracts as may be necessary to carry out any of the purposes of sections 301 to 308; to utilize in carrying on the work herein provided for any and all machinery, equipment, instruments, material, and other property of any sort whatsoever used or acquired in connection

with the construction of the Panama Canal, so far and as rapidly as the same is no longer needed at Panama, and the successors to the Isthmian Canal Commission are authorized to deliver said property to such officers or persons as the President may designate, and to take credit therefor at such percentage of its original cost as the President may approve, but this amount shall not be charged against the fund provided for in said sections. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

302. Telegraph and telephone lines.—The authority granted under section 301 of this title shall include the power to construct, maintain, and operate telegraph and telephone lines so far as they may be necessary or convenient in the construction and operation of the railroad or railroads as herein authorized and they shall perform generally all the usual duties of telegraph and telephone lines for hire. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

303. Townsites.—The President is authorized to withdraw, locate, and dispose of, under such rules and regulations as he may prescribe, such area or areas of the public domain along the line or lines of such proposed railroad or railroads for townsite purposes as he may from time to time designate. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

304. Terminals, stations and rights of way.—Terminal and station grounds and rights of way through the lands of the United States in the Territory of Alaska are granted for the construction of railroads, telegraph and telephone lines authorized by sections 301 to 303 of this title, and the President may, in such manner as he deems advisable, make reservation of such lands as are or may be useful for furnishing materials for construction and for stations, terminals, docks, and for such other purposes in connection with the construction and operation of such railroad lines as he may deem necessary and desirable. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

305. Patents to contain reserve for right of way.—In all patents for lands taken up, entered, or located in Alaska after March 12, 1914, there shall be expressed that there is reserved to the United States a right of way for the construction of railroads, telegraph and telephone lines to the extent of one hundred feet on either side of the center line of any such road and twenty-five feet on either side of the center line of any such telegraph or telephone lines. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

306. Disposition of proceeds of lease or sale of public lands.—All moneys derived from the lease, sale, or disposal of any of the public lands, including townsites, in Alaska, or the coal or mineral therein contained, or the timber thereon, and the earnings of said railroad or railroads, together with the earnings of the telegraph and telephone lines constructed under authority of sections 301 to 303 of this title, above maintenance charges and operating expenses, shall be paid into the Treasury of the United States as other miscellaneous receipts are paid, and a separate account thereof shall be kept and annually reported to Congress. (Mar. 12, 1914, c. 37, § 3, 38 Stat. 307.)

307. Authority of President.—It is the intent and purpose of Congress through the provisions of sections 301 to 303 of this title to authorize and empower the President of the United States, and he is fully authorized and empowered, through such officers, agents, or agencies as he may appoint or employ, to do all necessary acts and things in addition to those specially authorized in such sections to enable him to accomplish the purposes and objects of such sections. (Mar. 12, 1914, c. 37, § 1, 38 Stat. 305.)

308. Officers, agents, etc., to make annual report to President; transmission to Congress.—The officers, agents, or agencies placed in charge of the work by the President shall make to the President annually, and at such other periods as may be required by the President or by either House of Congress, full and complete reports of all their acts and doings and of

all moneys received and expended in the construction of said work and in the operation of said work or works and in the performance of their duties in connection therewith. The annual reports provided for in this section shall be by the President transmitted to Congress. (Mar. 12, 1914, c. 37, § 4, 38 Stat. 307.)

CHAP. 34.—An Act To repeal an Act regulating the construction of bridges across the Muskingum River in Ohio.

March 9, 1914.
[H. R. 11351.]

[Public, No. 66.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of Congress entitled "An Act regulating the construction of bridges over the Muskingum River in Ohio," approved April second, eighteen hundred and eighty-eight, be, and the same is hereby, repealed.

Muskingum River,
Ohio.
Restrictions on
bridges across, re-
moved.
Vol. 25, p. 74, re-
pealed.

Approved, March 9, 1914.

CHAP. 35.—An Act To authorize the construction, maintenance, and operation of a bridge across the Tombigbee River near Old Cotton Gin Port, in Monroe County, Mississippi.

March 9, 1914.
[H. R. 11365.]

[Public, No. 67.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of supervisors of Monroe County, Mississippi, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Tombigbee River, at a point suitable to the interests of navigation, near Old Cotton Gin Port, in Monroe County, Mississippi, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Tombigbee River,
Monroe County,
Miss. may bridge, at
Old Cotton Gin Port.
Construction.
Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 9, 1914.

CHAP. 36.—An Act To extend the time for constructing a bridge across the Mississippi River at the town site of Sartell, Minnesota.

March 11, 1914.
[H. R. 11545.]

[Public, No. 68.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for commencing and completing the bridge authorized by the Act of Congress approved August twenty-fourth, nineteen hundred and twelve, to be built across the Mississippi River, at the town site of Sartell, Stearns County, Minnesota, is hereby extended to one year and three years, respectively, from date of approval hereof.

Mississippi River.
Time extended for
bridging, by Sartell,
Minn.
Vol. 37, p. 404,
amended.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 11, 1914.

CHAP. 37.—An Act To authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes.

March 12, 1914.
[S. 42.]

[Public, No. 69.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States is hereby empowered, authorized, and directed to adopt and use a name by which to designate the railroad or railroads and properties to be located, owned, acquired, or operated under the authority of this Act; to employ such officers, agents, or agencies, in his discretion, as may be necessary to enable him to carry out the purposes of this Act; to authorize and require such officers, agents, or agencies to perform any or all of the duties imposed upon him by the terms of this Act; to detail and require any officer or officers in the Engineer Corps in the Army or Navy to perform service under this Act; to fix the compensation of all officers, agents, or employees appointed or designated by him; to designate and cause to be located a route or routes for a line or lines of railroad in the Territory of Alaska not to exceed in the aggregate one thousand

Alaska.
President authorized
to operate, etc., rail-
roads in.

Location and pur-
pose.

miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein, and so as to provide transportation of coal for the Army and Navy, transportation of troops, arms, munitions of war, the mails, and for other governmental and public uses, and for the transportation of passengers and property; to construct and build a railroad or railroads along such route or routes as he may so designate and locate, with the necessary branch lines, feeders, sidings, switches, and spurs; to purchase or otherwise acquire all real and personal property necessary to carry out the purposes of this Act; to exercise the power of eminent domain in acquiring property for such use, which use is hereby declared to be a public use, by condemnation in the courts of Alaska in accordance with the laws now or hereafter in force there; to acquire rights of way, terminal grounds, and all other rights; to purchase or otherwise acquire all necessary equipment for the construction and operation of such railroad or railroads; to build or otherwise acquire docks, wharves, terminal facilities, and all structures needed for the equipment and operation of such railroad or railroads; to fix, change, or modify rates for the transportation of passengers and property, which rates shall be equal and uniform, but no free transportation or passes shall be permitted except that the provisions of the interstate commerce laws relating to the transportation of employees and their families shall be in force as to the lines constructed under this Act; to receive compensation for the transportation of passengers and property, and to perform generally all the usual duties of a common carrier by railroad; to make and establish rules and regulations for the control and operation of said railroad or railroads; in his discretion, to lease the said railroad or railroads, or any portion thereof, including telegraph and telephone lines, after completion under such terms as he may deem proper, but no lease shall be for a longer period than twenty years, or in the event of failure to lease, to operate the same until the further action of Congress: *Provided*, That if said railroad or railroads, including telegraph and telephone lines, are leased under the authority herein given, then and in that event they shall be operated under the jurisdiction and control of the provisions of the interstate commerce laws; to purchase, condemn, or otherwise acquire upon such terms as he may deem proper any other line or lines of railroad in Alaska which may be necessary to complete the construction of the line or lines of railroad designated or located by him: *Provided*, That the price to be paid in case of purchase shall in no case exceed the actual physical value of the railroad; to make contracts or agreements with any railroad or steamship company or vessel owner for joint transportation of passengers or property over the road or roads herein provided for, and such railroad or steamship line or by such vessel, and to make such other contracts as may be necessary to carry out any of the purposes of this Act; to utilize in carrying on the work herein provided for any and all machinery, equipment, instruments, material, and other property of any sort whatsoever used or acquired in connection with the construction of the Panama Canal, so far and as rapidly as the same is no longer needed at Panama, and the Isthmian Canal Commission is hereby authorized to deliver said property to such officers or persons as the President may designate, and to take credit therefor at such percentage of its original cost as the President may approve, but this amount shall not be charged against the fund provided for in this Act. X

Construction, etc.

Rights of way, terminals, etc.

Transportation rates, etc.

Common carrier duties.

Lease after completion.

Proviso. Subject to interstate commerce laws if leased.

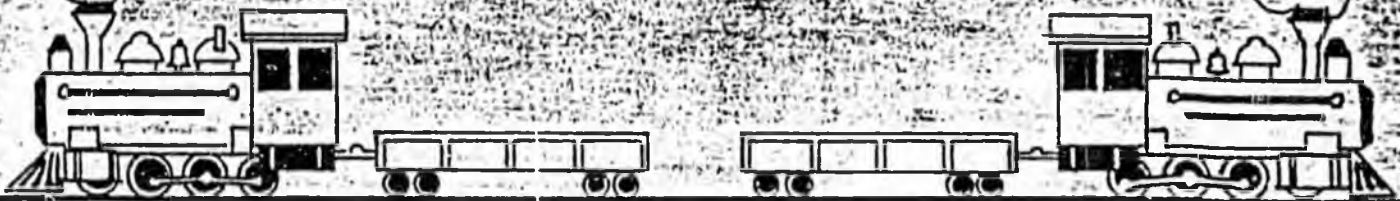
Purchase of existing lines.

Price. Joint agreements with other carriers.

Use of Panama Canal machinery, etc., for construction.

A PRELIMINARY STUDY

ALASKA-CANADA TRANSCONTINENTAL RAIL CONNECTION TO CONTIGUOUS UNITED STATES

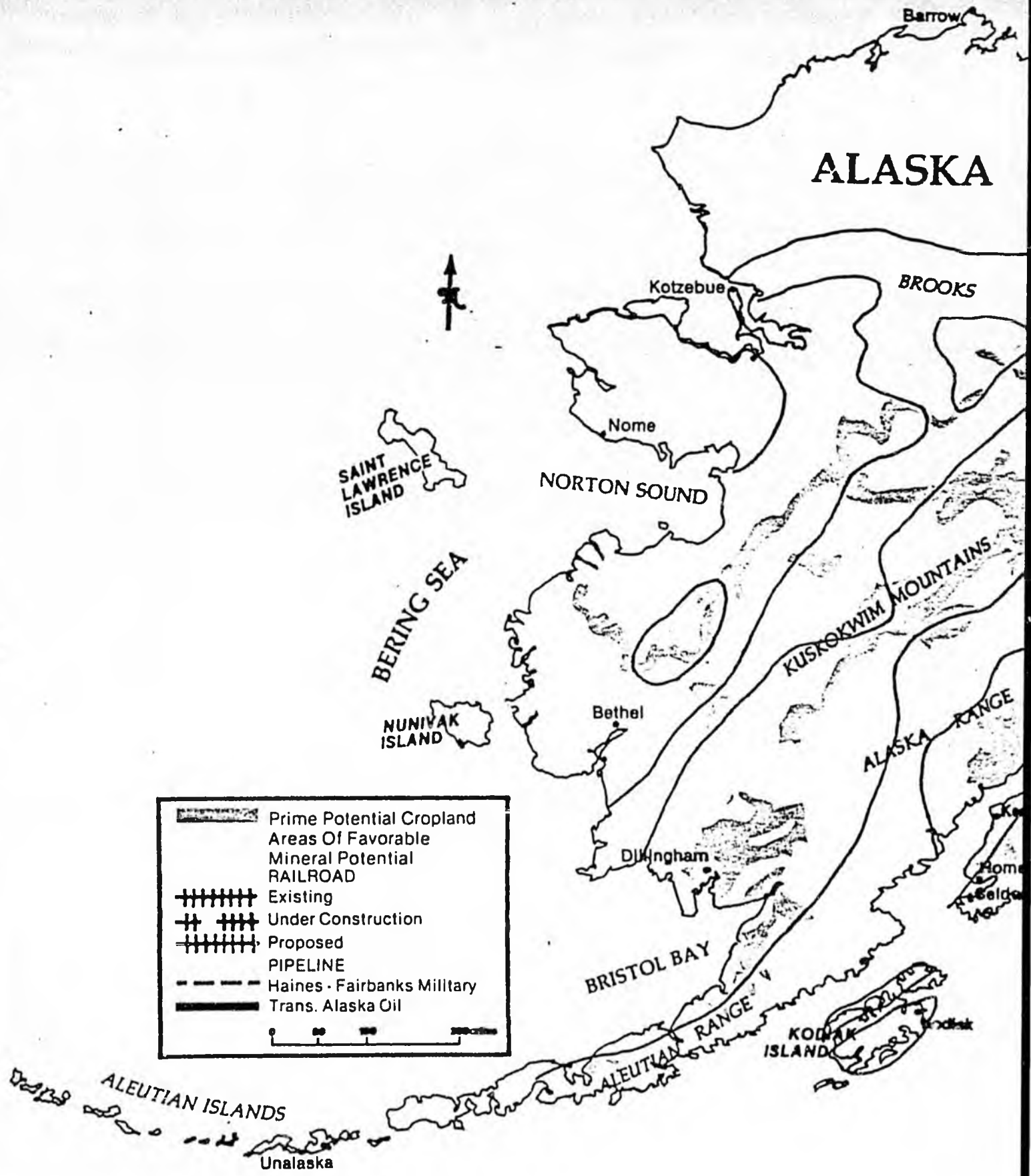


STATE OF ALASKA
DEPARTMENT OF
COMMERCE
&
ECONOMIC DEVELOPMENT

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ALASKA



	Prime Potential Cropland
	Areas Of Favorable Mineral Potential
	RAILROAD
	Existing
	Under Construction
	Proposed
	PIPELINE
	Haines - Fairbanks Military
	Trans. Alaska Oil

0 50 100 200 Miles



ALASKA

BEAUFORT SEA

CANADA

UNITED STATES
YUKON

BROOKS RANGE

YUKON MOUNTAINS

ALASKA RANGE

GULF OF ALASKA

COAST MOUNTAINS

Yakutat

Dawson

Fairbanks

Big Delta

Glennallen

Palmer Anchorage

Valdez

Cordova

Homer

Seldovia

Gerdard

Kodiak

Carmacks

Ross River

Whitehorse

Watson Lake

Dease Lake

Sitka

Skagway

Haines

Petersburg

Wrangell

Prince Rupert

I. THE ROUTE

The British Columbia Railroad is scheduled to complete a 400 mile northern extension of their track in 1978, from near Prince George to Dease Lake - about 120 air miles east-northeast of Juneau and 100 miles southwest of Watson Lake located on the Yukon border. A potential route to Alaska through the Yukon would be first, an extension from Dease Lake to Watson Lake, then following first the Laird and then the Pelly Rivers to a point below Ross River where it turns East on the Magundy and Little Salmon River drainages to the community of Carmacks on the Yukon, then down the Yukon and a short distance up the White River until it reaches the West Fork of the Ladue River from which it crosses the Alaska border east of Tetlin Junction. It is assumed that the railroad will generally parallel the Alaska Highway from Tetlin into Fairbanks. This route is considered to be "relatively easy" terrain for rail construction, down river valleys and with no major mountain passes to be crossed. This route describes 297 miles of track in Alaska, 568 miles in the Yukon, and about 100 miles remaining to be constructed in B.C. after the Dease Lake extension is completed. If current proposals before the White Pass and Yukon and Alaska Railroads are brought to completion some 250 miles along the route would be placed under construction. The Alaska and part of the Yukon sections were first identified by the Army Corps of Engineers during the construction of the Alaska Highway. The Bureau of Land Management, in their November 1974 report entitled "Multimodal Transportation and Utility Corridor System in Alaska," describes the rail route as Option #27. The land area for the entire route in Alaska may be selected through the eminent domain authority of the Alaska Railroad.