

ALASKA STEEL - 1986-7/86

HT 20 - SB 98 HT 27

II. THE TYPE OF RAILROAD

The following cost estimates are for a general purpose standard gauge railroad with a good bed structure. The type of track bed should be of such a quality as to be readily upgradeable to unit train capability (unit trains are point-to-point, single bulk commodity, uniform car load trains that are usually not altered between origin and destination. Unit trains haul heavy tonnage and are particularly hard on track and equipment). Currently however, it is the State's policy to promote the processing of raw ores and crude oil within Alaska's boundaries. Most immediate demand for unit trains in Alaska will probably be placed for coal shipments along the existing track of the Alaska Railroad.

III. THE COST

Any estimate of costs at this point are ballpark figures. Cost also has several facets. One is dollar construction costs which, as of this date, are estimated to average \$1.2 million per mile by the railroads closest to the project. Total cost relates also to numbers of miles remaining to be constructed at the time the decision is made to make the through connection.

Officials of the White Pass and Alaska Railroads have agreed that the incremental increase in maintenance and operational structure supporting their railroads now, would be relatively less for the new mileage than for a less isolated railroad in the "lower 48" operating more miles of track and having contract shop facilities available to it nearby.

Another facet is that some costs such as social, environmental, etc., cannot be measured by dollars. They need to be evaluated, weighed, and placed in their proper perspective. It is clear that costs relate to time, and the longer construction is delayed, the higher the cost.

Who will pay? New rail construction clearly generates its costs at the front end. The larger the number of groups sharing the costs, the lower the cost will be to each.

One who asserts the expense will be too high by the time the railroad is built should remember revenue and demand also rises. In short, all the people who will benefit from the railroad, will in some way pay for the railroad.

IV. THE ECONOMIC, SOCIAL, AND POLITICAL CONSIDERATIONS

This area is beyond the scope of this study. However, it is reasonable to assume that the benefits in the form of new jobs and businesses, lower costs for consumer and durable goods, increased revenue for government et al, might far exceed the cost for a through rail connection. The governments and people of Alaska, Canada and the Northern States of the "lower 48" would be receiving most of these benefits. Only a well funded, comprehensive study of the total impact resulting from a rail connection could measure the total effect, and therefore, the viability of the proposal and the route.

V. ENVIRONMENTAL CONSIDERATIONS

The measurement of this impact is not within the funding of this study, but most certainly should be weighed with the other factors in a cost-benefit analysis. Initial reaction is described in the "Other Opinions" section later in this report.

VI. THE REVENUE

Those benefiting from the Railroad include the public, the operator of the railroad, the users of the railroad, and the local, state, provincial and federal governments. When the first tons of cargo move across a portion of the new track the operator will draw some salary and costs out of the rates charged to the shipper for hauling. A substantial volume will have to move, however, before what is collected in rates will pay for the original construction costs of the railroad-though this may happen (see the section on "Full Potential").

VII. THE RATE

In order for a transcontinental railroad to be effective, it must be competitive with existing modes of transportation. Competitiveness for the railroad also suggests the ability to provide tighter schedules and less handling of goods. A shipment could be placed on a rail car in the Midwest and not touched again until it reaches Fairbanks or Anchorage. Additional benefits include less chance for damage, delay, misrouting, and fewer transshipments.

Someone else has been receiving revenue before that first ton of cargo moved, however, perhaps millions of dollars. This revenue is in the form of income, property and business taxes paid to all levels of government during construction. This revenue will decline as the railroad nears completion unless the operator can put the railroad into operation. When operation begins, three revenues or benefits will flow - the revenue termed "public good and convenience," the rate revenue - particularly when it is reinvested, and the governmental tax revenue on all the primary and secondary economic activities.

The total of 1) public good, 2) charges and 3) taxes, versus the original construction and operational costs is what needs to be measured when asking whether the railroad will pay for itself and should be the subject of future study. It is clear the governments will initially have to participate in the construction because the railroad operator himself has not as yet had access to any revenue.

When a potential shipper is asked how much he might ship on a through rail route to the Midwest, his logical reply is: "How much will you charge me?" The answer is, there is presently no way of telling. This department has prevailed upon the railroads to construct a purely hypothetical rate under which they might be able to operate at today's costs. The Alaska Railroad prepared the first draft and the British Columbia and White Pass and Yukon Railroads are still in the process of evaluating this rate structure. It is understood that railroads only in very special circumstances could compete with an all water shipment. However, the question is could the railroads compete today once transshipments to interior points in Alaska and the mid-continent regions are required. When one approaches total tonnages in the modest range of three to four million tons a year, the hypothetical rates answer this question in the affirmative. This is however, only one measure of revenue generated by a railroad (see section on "Revenue"). Cost recovery in this tonnage range can be significant however as seen in the accompanying table.

The Alaska Railroad's estimates do not include profit margins, however, the profit increment is estimated to be 15 percent or less (profitability can also be achieved through operating procedures).

It is common practice that these rates vary among commodities, and that the estimated rate represents an average rate. Understandably these rates are negotiable to individual shippers based on volume and distance. Since a rate structure is already in effect to Prince George, negotiations would produce transcontinental through rates and other through rates to Northern Canada and Alaska destinations, which are usually lower.

Estimated Rate Structure - Prince George to Fairbanks
Capital and Operating Recovery

<u>Tonnage</u>	<u>Canadian Segment</u>	<u>Alaska Segment</u>	<u>Rate/ton</u>	<u>Rate/cwt</u>
1,000,000	\$112.26	\$61.36	\$173.62	\$8.68
2,000,000	64.91	38.62	103.53	5.18
3,000,000	49.93	31.25	81.08	4.05
4,000,000	42.95	27.77	70.72	3.54
5,000,000	39.53	25.89	65.42	3.27
6,000,000	38.00	24.86	62.86	3.14

Operating Expense Recovery Only

<u>Tonnage</u>	<u>Canadian Segment</u>	<u>Alaska Segment</u>	<u>Rate/ton</u>	<u>Rate/cwt</u>
1,000,000	\$37.33	\$23.18	\$60.51	\$3.03
2,000,000	27.45	19.53	46.98	2.35
3,000,000	24.85	18.53	43.38	2.17
4,000,000	24.22	18.23	42.45	2.12
5,000,000	24.54	18.25	42.79	2.14
6,000,000	25.51	18.50	44.01	2.20

VIII. THE VOLUME

There are two types of volume that are of interest in this study; current and future volume. The most readily accessible current volume statistics were those compiled by the Alaska Railroad. Future volume had to be identified through research and contacts with various potential shippers.

In estimating future volume, it was necessary to make three basic assumptions:

1. That traffic originating from inland points east of the Rocky Mountains would probably move along an all land rail route to Alaska, given competitive service.
2. That the present Alaska traffic, excluding pipeline traffic will continue to grow on the average of 7 percent a year.
3. That 1985 would be the earliest normal completion date for the construction of a through rail route between Alaska and the Midwest.

Only a general idea of what commodities are moving and the point of origin and destination appeared necessary for purposes of this study. The large Alaska highway tonnage carried is mostly pipeline oriented to date and it is assumed that most of the commodities carried by air will continue to move in that manner. Consequently, waterborne tonnage into Alaska was the only tonnage gathered in detail for this report.

CURRENT VOLUME

1975 Tonnage

Data gathered from the Alaska Railroad, reveals that 24 percent of their freight originated east of the Rocky Mountains in 1975. That is probably conservative since billing figures were used and Seattle offices are often billed for freight destined for Alaska, regardless of origin.

The Alaska Railroad handled 9,516 car loads of interline traffic in 1975 of which 2,284 car loads or 91,360 tons could be identified by billings as originating east of the Rocky Mountains.

An additional 51,600 tons arrived at Seward by water. Applying the 24 percent factor developed from the Railroad statistics, an estimated 12,384 tons of cargo received at Seward had origins east of the Rockies. The Port of Anchorage received 2,222,169 tons in 1975. Of this total 1,368,192 tons were petroleum products. Of the remaining 853,977 tons, mostly from Sea-Land, it might be assumed that 24 percent, or an estimated 204,954 tons, originated east of the Rockies. Combining the tonnage volume from the Railroad, Seward, and Anchorage, approximately 308,698 tons had origins east of the Rockies. This volume, projected at a 7 percent annual increase, reaches 607,255 tons in 1985, for a good base tonnage.

1976 Tonnage

These figures are incomplete and are displayed as a matter of interest.

The general cargo continues a modest increase over 1975. Column A is interline freight received and Column B is freight tendered to the Railroad by Sea-Land and TOTE for movement to Fairbanks.

Alaska Railroad

Tons of Freight	A	B	Total
FY 1976	395,670	110,609	506,279
July - November 1976	122,705	51,586	174,291

The Port of Anchorage in 1976 processed the tonnages displayed in the following table. The total general cargo handled was 1,072,149 tons. Some of this cargo is transshipped by the Alaska Railroad to Fairbanks and is included in the Railroad's statistics.

Port of Anchorage
Waterborne Commerce by Commodity, 1976
(in tons)

Commodity	Local		Domestic		Foreign	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Freight, N.O.S.	2.0	7.0	4,927.3	11.6	1,199.2	
Cement, Drilling Mud, etc.			40,329.1		31.4	
Iron or Steel Articles		52.0	120.1		7,248.7	
Lumber			266.4			
Plastic Material Insulation			1,273.0			
Petroleum, Bulk			1,300,521.6	7,623.7	386,854.2	
Petroleum, N.O.S.		1,395.0				
Scrap, Iron or Steel						
Vans, Flats, Containers			884,211.5	94,398.7		
Vehicles			<u>22,779.7</u>	<u>11,192.9</u>	<u>2,703.9</u>	
Totals	2.0	1,454.0	2,254,428.7	113,226.9	398,037.4	

The White Pass and Yukon Railroad is projecting 100,000 tons outbound from the Yukon Territory ultimately destined to interior Canadian points in 1981. Yukon tonnage is chiefly mineral concentrates and may or may not grow at 7 percent annually to 1985. However, these figures are biased downward since tonnages in the opposite direction have not been considered. Therefore, it would seem very conservative to estimate that a million tons would flow across the route by 1985, given competitive service and no new development.

A million tons means about a train a day to the Alaska Railroad. If you exclude fuel related tonnages, like petroleum and coal, the Alaska Railroad presently hauls less than one million tons of general cargo a year. This is also true of the White Pass and Yukon Railroad. The new route would probably increase the tonnage of both railroads and it certainly would offer a good base for the through route.

FUTURE VOLUME

In attempting to identify the future volume of such a rail route, potential shippers were contacted (see the following letter). The letter was sent to 131 firms in the United and Canada. To date, a 39 percent response has been received, which is a good response. This is not to be considered a poll. It is simply an admittedly incomplete sampling of opinions. The reader can gather the tenor of the comments from these potential customers of a rail route. The letter did not ask for nor guarantee confidentiality, however, it was decided to publish the excerpts separate from the authors in order that any presumed confidences would not be violated. Those eight individuals identified with their statements have been done so with their permission.

These letters suggest the railroad itself may trigger the development of some of the mines mentioned. Certainly the respondents seem to overwhelmingly agree that a through railroad would be a plus factor for the economy and a boon to mineral development. It is interesting to note that some companies have stated that they have not even bothered to explore in areas lacking transportation. Of additional importance is the fact that most of the respondents hold high executive positions within their company structure. Read each comment entirely to judge for yourself the support for this route. Some significant potential is suggested.

S

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JUNEAU ALASKA

Alaska State Legislature

House

TRANSPORTATION COMMITTEE

SB 34 Special Approp. to D.O.T. for capital improvements at the Fairbanks International Airport; e.d. (Fahrenkamp)
57 mil

This appropriation is the cumulative total for capital improvements plan for the Fairbanks airport, which involves runway, terminal, etc.

Alaska State Legislature

SENATOR BETTYE FAHRENKAMP
CHAIRMAN, RESOURCES COMMITTEE

4016 EVERGREEN
FAIRBANKS ALASKA 99701

907-479-3550



Senate

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
OFFICE 907-455-3763
RESOURCES COMMITTEE
907-465-3534
HOME 907-765-9182

MEMORANDUM

TO: Senator Bill Ray
Chairman, Transportation Committee

FROM: Senator Bettye Fahrenkamp

RE: Background information
SB 34".....\$57 million airport appropriation"

DATE: March 4, 1981

The purpose of this legislation is to fund capital improvements at the Fairbanks International Airport. The funding will cover Phase I of the short range improvements covered in the Fairbanks Airport Draft Master Plan. The Phase I project list is attached to this memorandum.

The CIP projects listed are based on forecasted aviation levels. They were prepared by DOT/PF personnel. The discrepancy between the amount sought in the bill and the amount listed in Table 7-1 are items 21 and 22 which will be funded by FAA.

There is a basic philosophical difference in attitudes where development of the airport is concerned. DOT/PF has traditionally based capital project plans on actual need; that is, building to increase capacity only where that capacity has reached its uppermost limit. Advocates for developing the airport now also base their decisions on need. But the need they foresee is for construction and design of capital projects which will have to be in place in 1986 in order to satisfy the need that is projected.

In recent years a distinct change has occurred in the nature of air traffic patterns at Fairbanks; many international flights are being scheduled for technical fuel stops at Fairbanks International. The number of these flights is expected to increase. With the successful conclusion of a diligent marketing effort now in process, Fairbanks is expected to schedule several additional international stop-overs.

In order for the Fairbanks airport to provide minimum safety standards for the wide-bodied aircraft most frequently

performing these functions, the improvements described in the master plan are needed. Increase in international flights is starting its buildup. Improvements need to be made now and be completed in time for the heavier traffic patterns. Timing is absolutely essential for the growth of the airport and the economic stability of Fairbanks.

This is a project supported by the community. There are many proponents, some of whose comments are attached to this memo.

Table 7-1

SUMMARY OF PROJECT REQUIREMENTS AND ESTIMATED COSTS
Fairbanks International Airport

<u>PHASE I</u>	<u>Description</u>	<u>Estimated Base Year (1980) Project Costs^(a)</u>
1.	Acquire Land Between New & Old Airport Way	27.5 Acres \$ 3,000,000
2.	Acquire Land South of Proposed South Fairbanks Expressway	77.9 Acres 200,000 ^(b)
3.	Acquire Land North of US Postal Service	21.4 Acres 1,200,000
4.	Acquire Land North of Flood Control Levee	155.0 Acres 200,000 ^(b)
5.	Acquire Land at Middle Marker	4.8 Acres 100,000 ^(b)
6.	Acquire Leasehold Lots 1 & 2, Block 1	6.2 Acres 1,300,000
7.	Acquire Land North of Cartwright Road	15.0 Acres 150,000
8.	Extend Runway 1L/19R & Taxiway T-1	1,400 L.F. 4,500,000
9.	Overlay Runway 1L/19R	10,300 L.F. 2,600,000
10.	Relocate Alaska Railroad	3,600 L.F. 700,000
11.	Extend Runway 1R/19L & Widen	500 L.F. 900,000
12.	Construct Taxiway T-5 & Convert T-3 to Gravel Landing Strip	3,700 L.F. 1,750,000
13.	Widen & Reconstruct Exit Taxiways	-- 300,000
14.	Pave & Light Taxiway T-16	450 L.F. 200,000

(a) Includes allowance of 20% to cover contingencies, architect/engineering fee and administration.

(b) Governmental transfer costs only \$1.00 total value assumed.

15. Construct, Pave & Light Taxiway T-13	2,400 L.F.	1,300,000
16. Construct, Pave & Light Northwest Apron Taxiway (Stage I)	2,000 L.F.	1,000,000
17. Extend Float Pond	4,500 ft. x 400 ft.	4,300,000
18. Construct Float Plane Ramp	1 Job	200,000
19. Relocate Category II ILS Runway 1L	1 Job	2,000,000
20. Replace Towers on ALSF-1, Runway 19R	1 Job	500,000
21. Install VASI-2, Runways 1R and 19L and REIL, Runway 1R	1 Job	300,000
22. Upgrade Terminal Control Equipment	1 Job	80,000
23. Mark & Light West Helipad	1 Job	50,000
24. Mark & Light East Helipad	1 Job	50,000
25. Upgrade FSS & Other Equipment	1 Job	380,000
26. Expand West Apron	40,000 S.Y.	1,400,000
27. Expand Passenger Terminal Building (Stage I)	40,000 S.F.	6,000,000
28. Rehabilitate Existing Passenger Terminal Building	30,000 S.F.	2,500,000
29. Install Traffic Signalization in Terminal Area	1 Job	150,000
30. Construct Additional Curbside Lane at Passenger Terminal Building	1,800 L.F.	600,000
31. Relocate Airport Way	3,800 L.F.	900,000
32. Construct Front Road "A"	4,900 L.F.	700,000
33. Construct Gravel Service Road "I"	4,000 L.F.	100,000

34. Relocate & Extend Gravel Service Road "K"	3,400 L.F.	100,000
35. Construct Service Road "E"	10,500 L.F.	1,200,000
36. Construct Gravel Service Road "G"	1,600 L.F.	100,000
37. Construct Gravel Access Road "H"	2,000 L.F.	100,000
38. Expand Public Parking at Passenger Terminal (Stage I)	300 Spaces	750,000
39. Construct General Aviation Apron Auto Parking (Stage I)	150 Spaces	100,000
40. Construct General Aviation Apron (Stage I)	180 Spaces	1,300,000
41. Expand Float Pond to the East	81 Slips	3,500,000
42. Construct East Heliport	6 Spaces	300,000
43. Relocate FBO's Operating +12,500 lb. Aircraft to Northwest Apron	- -	3,000,000
44. Construct Two Rescue Boat Houses	500 S.F.	40,000
45. Construct Sand Storage Building	3,000 S.F.	150,000
46. Construct Vehicle Storage Building (Stage I)	15,000 S.F.	900,000
47. Extend & Relocate Hydrants at Passenger Terminal	1 Job	200,000
48. Extend Hydrant System to Air Cargo Apron (Stage I)	3,500 L.F.	700,000
49. Construct Air Cargo Apron (Stage I)	120,000 S.Y.	3,600,000
50. Electrical Service to East Side of Float Pond	7,600 L.F.	300,000
51. Expand Standby Generation	1 Job	300,000
52. Extend West Apron Drainage	1 Job	60,000

53. Drainage System for South End of Airport	1 Job	500,000
54. Develop Park & Trail System	1 Job	200,000
55. Relocate Security Fencing along Alaska Railroad	3,600 L.F.	60,000
56. Relocate Security Fencing in Old Post Office Area	1,200 L.F.	20,000
57. Relocate Security Fencing along Airport Way & Frontage Road "A"	8,400 L.F.	130,000
58. Landscape Terminal Entrance Road	1 Job	200,000
59. Landscape University Avenue Entrance	1 Job	<u>100,000</u>
TOTAL PHASE I:		\$ 57,520,000

fairbanks north star borough

PO BOX 1267 - Fairbanks, Alaska 99707 907-452-4761



January 23, 1981

Senator Bettye Fahrenkamp
State of Alaska Legislature
Pouch V
Juneau, Alaska 99811

Dear Senator Fahrenkamp:

At its regular meeting of January 22, 1981, the Fairbanks North Star Borough Assembly unanimously adopted Resolution No. 81-4, A Resolution In Support Of The Draft Fairbanks International Airport Master Plan And Urging Early Appropriation For Capital Facilities Development.

A copy of this resolution is enclosed.

Sincerely,

A handwritten signature in cursive script that reads "Gaye J. Patrick".

Gaye J. Patrick
Borough Clerk

GJP:rlf

Enclosure:
as stated

RESOLUTION NO. 81-4

A RESOLUTION IN SUPPORT OF THE DRAFT FAIRBANKS
INTERNATIONAL AIRPORT MASTER PLAN AND URGING
EARLY APPROPRIATION FOR CAPITAL FACILITIES DEVELOPMENT

WHEREAS, the Fairbanks International Airport is a key element in the economy of the Fairbanks area and of Interior Alaska by serving as a major transportation link between this area and the rest of the world; and

WHEREAS, the State of Alaska has consistently managed the Fairbanks International Airport as a secondary and back-up facility, thereby allocating to it minimal funding for new capital facilities, maintenance, and passenger service development; and

WHEREAS, the Alaska Department of Transportation is now reviewing a draft Fairbanks International Airport Master Plan which proposes a twenty-year, \$101 million development plan for the airport; and

WHEREAS, Fairbanks' highly advantageous geographical position equidistant from East Asia, Western Europe, and the East Coast of the United States coupled with the recent development of locally refined jet fuel have resulted in greatly increased demand by international air carriers for stop-overs in Fairbanks:


NOW, THEREFORE, BE IT RESOLVED by the Assembly of the Fairbanks North Star Borough that the Governor of the State of Alaska and appropriate cabinet members are urged to request accelerated funding for the 1981-82 fiscal year of no less than \$50 million to begin implementation of Phase I and suitable portions of Phase II of the proposed Master Plan during the present calendar year; and

BE IT FURTHER RESOLVED that the Alaska Department of Transportation, in coordination with appropriate federal, state, and borough agencies, is requested to pursue as part of the implementation of the proposed Master Plan the issues of noise abatement, ice fog and other air pollution, land use and zoning, socio-economic projections, and future airport siting to insure the optimum social as well as economic utilization of the international airport facility.

PASSED AND APPROVED THIS 22ND DAY OF JANUARY, 1981.


Presiding Officer

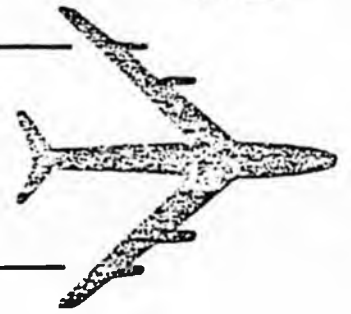
ATTEST:


Clerk of the Assembly

FILE

FAIRBANKS INTERNATIONAL AIRPORT
OPERATOR'S COUNCIL

P.O. Box 60009 Fairbanks, Alaska 99706



26 January 1981

Mr. Jerry Rafson
State of Alaska
Department of Transportation
and Public Facilities
600 University Avenue
Fairbanks, Alaska 99701

Dear Mr. Rafson:

At recent meetings of the Fairbanks International Airport Operator's Council the Draft Master Plan for the Airport has been reviewed and discussed. The AOC is in basic concurrence with the draft and hereby commends all concerned for their efforts in producing the document.

We do, however, disagree with some of the conclusions reached or recommended. In addition we are not in total agreement with the time tables proposed.

We take this opportunity to submit our comments for consideration and hopeful incorporation into the basic document.

The following singles out our areas of concern and speaks to each one individually:

Runway Extension

The Airport Operator's Council supports the concept of extending the present main runway. Our concern is that we have been unable to secure assurance that the Category II ILS can be made operational on the extended area. Our recommendation is that the present Category II ILS should not be disturbed and be operated as a displaced threshold type if this is possible.

When the extension is completed a Category III ILS should be installed and certified. At that time, move the present Category II ILS to the other end of the runway to replace the present Category I equipment.

Under the above conditions we fully support the runway extension as the extension will result in many benefits including better noise abatement, safer operations and decreased operational costs due to shorter ground operation distances.

Mr. Jerry Rafson
26 January 1981
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Cargo Aircraft Ramp

We recommend the present aircraft parking ramp (immediately south of present terminal) be expanded to include all areas bounded by the fence to the west, the terminal on the north, taxiway on the east and the CFR station on the south. The present buildings (weather and waste disposal) should be moved from the area. The expanded area should include all envisioned below ground plumbing, electrical, etc. prior to paving.

The AOC believes any additional cargo aircraft parking space should be developed at the north end. We do not agree with the proposed south end area.

Main Runway

We recommend the runway be resurfaced to accommodate the increased landing weights of aircraft now utilizing the airport. This action should be taken in conjunction with the following item.

Main Taxiway

AOC believes the present taxiway should be widened to 150 feet and resurfaced to accommodate the increased weight of present aircraft. This should be done prior to the main runway resurfacing so the taxiway can be utilized as a substitute runway during the time the main runway is out of service.

We request full consideration be given to assuring the main runway is not closed for extended periods. The work should be planned to accommodate wide body aircraft traffic during certain periods of each day. Narrow body aircraft can use the taxiway with no undue penalty.

Access/Service Roads

We recommend the service road be paved from the edge of the present parking area to the south end of the airport. Unpaved access roads between the service road and the west perimeter of the airport should also be paved. Paving is also necessary around the new hydrant fueling pump and storage buildings.

Hydrant System

Our recommendation is that the hydrant system be expanded to include an adequate number of service pits in the above noted cargo aircraft parking areas at both the south terminal area and the recommended north end of the airport area.

The hydrant system should also be expanded to include both Jet A and Jet B product capability at each hydrant service pit location. Adequate warm storage facilities should be included for required backup refuelers, along with

Mr. Jerry Rafson
26 January 1981
Page Three

additional capacity for hydrant trucks. Hydrant operations personnel facilities should also be included in the plan. These facilities should include rest rooms with showers, locker/change room, lunch room and waiting room. An emergency eye wash and emergency shower should also be included.

Passenger Terminal

The AOC favors expansion of the present terminal facilities. We believe the expansion should be to the west (out over the parking area) and to the south west (along the terminal access road). We do not feel the terminal should be expanded to the south along the present building line as that will infringe on the present parking area.

We also believe there is an immediate need to relieve the congestion in the present baggage makeup area behind the ticket counters. The baggage makeup area is totally inadequate and has been for some time.

The AOC would like to see a more detailed plan of terminal expansion along the above guidelines.

An AOC special committee will be supplying the DOT/PF with a more detailed written comment on the terminal improvements deemed required.

East Ramp Area

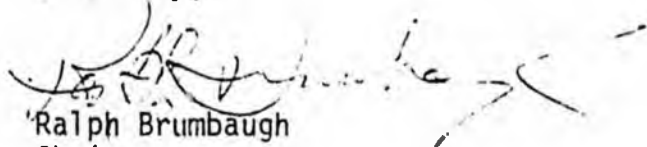
The AOC has not evaluated the Draft Master Plan in detail as it applies to the east ramp area. We hope to have some east ramp operators supply either verbal testimony at hearings or written comments directly to DOT/PF.

In closing we again wish to convey our appreciation for the efforts of all concerned with the Draft Master Plan. We believe it is a good basic document to build from to assure orderly airport development.

The AOC also wishes to emphasize that we believe it is necessary to implement improvements on a faster basis than proposed.

If further information is desired, the AOC stands ready to help in any way practical.

Sincerely,



Ralph Brumbaugh
Chairman

mjs
cc: AOC Members

fairbanks north star borough

p.o. box 1267 - 520 fifth ave. - fairbanks, alaska 99707 - 907-452-4761



January 14, 1981

Mr. Heinrich Springer, Director
State of Alaska Department of
Transportation and Public Facilities
Division of Planning and Programming,
Western Region
University Plaza--West, Suite D
600 University Avenue
Fairbanks AK 99701

Dear Mr. Springer:

I am writing to respond to the newly released second draft of the Fairbanks International Airport Master Plan. This letter will serve as the basis for my testimony on January 26 and constitutes the Borough Administration's position on the Master Plan draft and the issue of airport development.

Last summer, I was very concerned by the scope and approach of the first Master Plan draft. On August 18, I wrote expressing my fundamental objections to that Master Plan draft, and subsequently met with Jerry Rafson and Larry Soden in September to discuss the Borough's concerns.

The discussions were intense but productive. I am frankly very pleased by the fundamental philosophical and procedural changes which have been included in the second draft. I would like to express my deep appreciation for your open-mindedness and flexibility in incorporating our recommendations.

Your concept of a \$101 million capital development program over the next 20 years for the airport marks a radical--and welcome--re-alignment for state thinking. In implementing this program, I would like to recommend the following twofold approach.

First, I believe it would be highly desirable for the State to request as a lump-sum appropriation this year an amount of no less than \$50 million to initiate Phase I and parts of Phase II of the Master Plan concept as the first step in a five-year Airport Capital Facilities

LETTER to Heinrich Springer

January 14, 1981

PAGE TWO

Program. This would allow the Alaska Department of Transportation to develop a coherent and logically implemented program for the construction of these facilities, while also permitting the State to have the capital reserve on hand to meet what the Borough believes are likely to be sudden escalations in demands on airport facilities and services over the next five to ten years.

By having access to the large amount of surplus monies in the International Airport Fund, the Anchorage International Airport has enjoyed a similar advantage of ready funding over the past 10-15 years. This has allowed that airport to respond quickly to new demands in international traffic and develop the necessary support infrastructure in a timely fashion.

Secondly, I would urge that, concurrent with the development and funding of capital projects in Phase I, the State through its Airport Master Plan consultants investigate and assess the feasibility of relocating the main airport terminal facility southeast toward the Tanana River, as well as looking into the possibility of an airport site south of the Tanana River.

In making this recommendation, I would like to stress that this study should proceed concurrently with the development of the necessary infrastructure and facilities under Phase I at the airport's present site. In no way should this request, or this relocation concept, be used to delay implementation of the first part of the present Master Plan concept.

I do not believe that we can talk realistically about tapping the potential of Alaska and Fairbanks as geographic crossroads between the Orient, Western Europe and eastern North America without seriously evaluating the relocation of Fairbanks airport facilities by the year 2000. Such a relocation should be devised to dovetail with existing operations at the present airport site, as well as being coordinated with the growth and centralization of general aviation operations in the Fairbanks area in coming decades.

In the discussions and communications which I have had with Jerry Rafson and Larry Soden, I urged that the completed Master Plan be at all times considered a living document and open to review should new or unanticipated conditions significantly change air transportation requirements. In this respect, I would like to see the appropriate state and federal agencies work with the Borough in either correcting or refining a number of technical deficiencies and questioned areas in the Master Plan draft. In particular, these problems include:

- (a) the need for additional environmental assessment of noise, carbon monoxide, ice fog pollution;

LETTER to Heinrich Springer
January 14, 1981
PAGE THREE

(b) the lack of socio-economic projections concerning the scope and impact of the construction of large-scale airport facilities coinciding with the possible overlapping impacts of the ANGTs, the exploration and development of the northern section of the state, and the expansion of the Interior's tourism industry.

(c) insufficient focus on land-use and zoning issues affected by airport expansion.

Technical reviews by my staff have raised these points, and I believe that they will require a significant and ongoing level of technical attention to address adequately.

I do believe, however, that these issues can be resolved satisfactorily within the framework of the Master Plan second draft, and I look forward to a close and fruitful working relationship among you, the Alaska Department of Transportation, and the appropriate offices of the Fairbanks North Star Borough.

As well as continuing my own direct interest in airport development, I have designated the following Borough personnel to serve as liaison with you in their areas of expertise and responsibility:

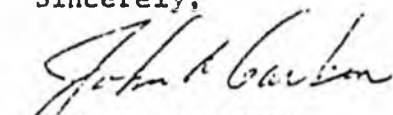
Ben Harding, Policy Coordinator--Overall Borough approach and direction to airport development issues.

Richard Joy, Environmental Services--Borough environmental concerns, particularly air pollution, ice fog, and noise.

Don Goggin, Planning Director--Land use planning, ground access, and zoning impacts.

Karen Fox, Community Research Director--Socio-economic concerns, particularly employment and economic impact projections for construction and operation.

Sincerely,


JOHN A. CARLSON
Borough Mayor

JAC/sek

FEB 1 1981

FAIRBANKS CENTRAL LABOR COUNCIL
A. F. of L. - C. I. O.

FAIRBANKS, ALASKA



January 30, 1981

Hon. Bettye Fahrenkamp
4016 Evergreen
Fairbanks, AK 99701

My Dear Senator:

On Monday, January 26, 1981, the AFL-CIO Crafts Council and the Fairbanks Central Labor Council met jointly and unanimously adopted the following resolution:

"Resolved that the AFL-CIO Crafts Council and the Fairbanks Central Labor Council unanimously endorse the adoption of the new master plan for the Fairbanks International Airport and specifically request immediate implementation of said plan."

To summarize the discussion, we felt that we are six to ten years behind in development of the airport in Fairbanks, because all the development has been going to Anchorage. In an effort to not be passed by completely, we do not feel that further study is needed and certainly feel that such would only be a delay tactic as is now being threatened by Governor Hammond and Commissioner Ward. We feel that noise pollution will continue to diminish as it has over the past ten years, and air pollution stemming from the airport is basically a nonexistent factor. We want to urge all of our legislators to work as hard as possible for this development.

If you have any questions, please feel free to call me or any labor business agent in Fairbanks.

Sincerely,

ARTHUR L. ROBSON
Secretary
ALR:LAL

FEB 13 1981



Greater Fairbanks

CHAMBER OF COMMERCE

Member:
U. S. Chamber of Commerce
Alaska State Chamber of Commerce

In Association With
Fairbanks Visitor & Convention Bureau
Fairbanks Industrial Development Corporation

1907-452-1100 550 First Avenue

FAIRBANKS
ALASKA 99701

February 12, 1981

Senator Bettye Fahrenkamp
Alaska State Senate
Pouch V
Juneau, Alaska 99811

Dear Bettye:

The Aviation Committee of the Fairbanks Chamber has studied at great length the Fairbanks International Airport Master Plan. The attached is a copy of the testimony presented at the Master Plan Hearing held at the Noel Wien Library on January 26, 1981.

In addition to the testimony, we would like to point to several other concerns and reasons that development should begin in 1981.

1. The need to create additional employment through construction projects during this period of high unemployment.
2. The available labor force and the lack of other work in the immediate area.
3. Bidding will be much more competitive for this work if done now than if we were to wait a year or two when we anticipate the gas pipeline will start up.
4. We would like to suggest that the design work be done on a contractual basis rather than by DOT to expedite that particular phase.

In the Chamber's Program of Work for 1981 we have placed as top priority items the expansion of the Fairbanks International Airport and the development of a first class hotel. The hotel is the first step in providing additional infrastructure to serve expanded airport facilities.

Sincerely,

Ron Davis
President

Enclosure
RAD/sh



Gateway to the Arctic

THE NEW GREATER FAIRBANKS CHAMBER OF COMMERCE
1981 Fairbanks International Airport Position on
The Airport Master Plan

The Fairbanks International Airport has grown with the added activities of international carriers and the domestic development of the oil and gas exploration on the North Slope, for which the airport is used as a major staging area.

In 1979 the Legislature passed an appropriation of \$8.5 million to further develop the airport at a time when international carriers were just starting to come to Fairbanks. Of that, approximately \$2.1 million remains uncommitted. Before the Legislature now is Senate Bill 34 for \$57 million which covers Phase I of the Master Plan. Additionally, Senate Bill 37 has been filed, converting the \$8.5 million 1979 revenue bond bill that passed to general funding.

The Master Plan as presented is broken out into three phases: Phase I covering the period 1980 through 1985; Phase II, 1986 through 1990; and Phase III, 1991-2000. These three phases cover \$101,710,000 if they are to be followed using 1980 dollars. The Chamber has tried to take an objective point of view on the Master Plan and supports the Master Plan as presented in its entirety as being a fine document to allow this community, DOT, and those involved with transportation and tourism, economic development. However, we must take grave issue with the time frame associated with the three phases; therefore, the Chamber has broken out Phase I into three basic areas: Paving, Terminal, and Land.

Paving: Paving is an item that can be initiated during the 1981 construction season. Some of the items included in the 59 items of Phase I are expansion of the present south ramp apron to accommodate the increased wide body aircraft, paving of the service road in front of the fire station, paving of the main taxiway (T-1) and widening thereof and associated drainage work, filling, and road work around the airport.

The extension of the main runway by 1400 feet and the retention of the Category II or newer Category IIIC landing system should be commenced not later than the spring of 1982 with adequate planning and the previously resurfaced taxiway T-1 and widening thereof. This item is crucial for the continuation of activities and expansion thereof as presently Boeing 747/F-200 aircraft are taking weight penalties from 5000 to 40,000 pounds due to the runway length. Additionally, this will allow these large aircraft and newer generation aircraft to depart to the south over the Tanana Flats with much less noise impact upon the community.

The New Fairbanks Chamber of Commerce
1981 Fairbanks International Airport
Position on the Master Plan

Page 2

Terminal Expansion/Renovation: Expansion of the south end of the terminal building to accommodate two wide body aircraft simultaneously, including passenger loading bridges, renovation of the main terminal building to be consistent with the expansion, and a permanent mini master plan of the terminal building from this point through the year 2000, including such items as an additional jetway for the present international holding area, automatic doors at curbside, conference room, nursery room, additional concession areas, renovation of the utilities system to allow an updated, energy-efficient heating and air conditioning system, and an expansion of the domestic ticket counter area to eliminate congestion.

Land: To allow for the orderly acquisition of land as depicted in the Master Plan, and specifically those areas under federal and state government controls where the acquisition would be a matter of land transfer to the airport reserve.

We feel that if DOTPF was given the preliminary go-ahead for preconstruction design and architectural work with the carriers and community in a positive manner, we could see implementation of the various activities outlined in the Master Plan as a positive step forward for growth in the community and future economic development of the Tanana Valley.

The above testimony was submitted to the final Master Plan hearing on the Fairbanks International Airport in the Noel Wien Memorial Library on January 26, 1981.

Respectfully,

Tom Owen, Vice Chairman
Board of Directors
Fairbanks Chamber of Commerce

Don O'Connor, Chairman
Air Commerce Committee
Fairbanks Chamber of Commerce



See page 276

STATE CHAMBER of COMMERCE

310 Second Street
Juneau, Alaska 99801
Phone: 586-2323

January 5, 1981

1981 LEGISLATIVE GOALS OF THE ALASKA STATE CHAMBER OF COMMERCE

STATE SPENDING LIMIT, TAX RELIEF, BONDING

1. Limit state spending as proposed in the Alaska State Chamber of Commerce's current initiative by establishing Fiscal Year 1981 as the base year and tying future expenditures to population and per capita income.
2. Exempt the first \$250,000 in taxable corporate profits for all Alaskan corporations.
3. Eliminate future bonding and support capital improvements from the general fund as long as revenues are available. Require all projects over one million dollars to have voter approval so as to create public awareness.
4. Increase state revenue sharing to municipalities to cut or end property taxes.
5. Conduct comprehensive review of all oil and gas taxes, including a study of the windfall tax exemption for oil and gas companies.

ECONOMIC DEVELOPMENT GOALS

1. Establish a permanent power fund for statewide power projects.
2. Appropriate funds for electrical grid interties to stabilize power supplies statewide.
3. Support state encouragement for petrochemical industry development in Alaska.
4. Implement long term sales of state royalty oil and gas at prevailing rates to supply in-state refineries at maximum capacity.
5. Support full public use of the state highway from the Yukon River to Dietrich Pass (commonly called the "haul road") effective June 1, 1981. Support immediate action to provide adequate funding to bring this highway up to secondary road standards and properly maintained for the full length of the highway. Paving of this entire highway as soon as possible is in the best public interest.

(continued)

6. Recommends that integrated policy boards be established to administer the International Airport Revenue Fund composed of a majority of private business interests with the authority and responsibility to provide technical and policy direction in the development, planning, and operation of the airports to the Department of Transportation and Public Facilities. Further, that a comprehensive capital improvements program be established and funded through the general fund to support the facilities necessary for current demands as well as latent potential.
7. Endorse accelerated coal development in Alaska.
8. Propose the Department of Natural Resources rewrite state regulations to encourage timber, petroleum and mining development.
9. Request a rewrite of the U. S. Interior Department regulations to allow tourism, mineral, and oil exploration on national monuments.
10. Urge the state take a firm stand to encourage all possible domestic manufacture of forest products from public lands. Exceptions to primary manufacture should only be made when it can be clearly shown through the hearing process there are no possible domestic markets.

LABOR LEGISLATION

Encouraged by the preliminary work of the legislature's Workers' Compensation Study Commission, we support their efforts to improve the administration of the system and make the compensation program more competitive.

The Chamber further believes that their recommendations must also encourage realistic benefit revisions necessary to restore the incentive for injured workers to return to productive employment and to remove the excesses in employers workers' compensation costs.

GENERAL LEGISLATION

1. Institute a national campaign to improve Alaska's image and boost Alaska tourism.
2. Develop without delay a ten year capital improvement plan
3. Increase vocational training at the University of Alaska.
4. Abolish the Alaska Public Offices Commission.
5. Encourage state government to assist and support private enterprise in meeting the needs of the public. We further encourage state government to provide direct services only when it has been proven that private enterprise cannot fill the needs of the public.
6. Recommend the Alaska Renewable Resources Corporation be limited to equity or venture capital investment and grants, not loans in connection with equity capital investments. Allow not just renewable, but also non-renewable equity participation. The investment agreement should be more specific in the buy-out option (Example - Salamontof Seafood problem). ARRC should develop a banker-borrower relationship, not be both.

FEB 16 1981



North Pole Refining P.O. Box 5028, North Pole, Alaska 99705

DIVISION OF EARTH RESOURCES COMPANY OF ALASKA

907/488-2741
907/488-2742

10 February 1981

Senator Bettye Fahrenkamp
State Capitol
Pouch V
Juneau, Alaska 99811

Dear Senator ~~Fahrenkamp~~ ^{Bettye}:

Attached are two separate written testimonies submitted to the State regarding the draft Master Plan for Fairbanks International Airport. These testimonies were prepared one by myself and the other by Mr. James Healey, who is the Senior Economic Analyst here at North Pole Refining, and these comments reflect the position of North Pole Refining.

If you have any questions at all regarding information which we might supply, please contact us at any time.

Regards

Attachment

Charles G. McConnell
Vice President/General Manager

COMMENTS REGARDING FAIRBANKS INTERNATIONAL AIRPORT

DRAFT MASTER PLAN

FEBRUARY 9, 1981

My name is James F. Healey and I live at 1/2 Mile Newby Road, North Pole, Alaska. I am Senior Planning Analyst for NORTH POLE REFINING and would like to comment on two parts of the facilities development outlined in the Draft Master Plan - facilities for the handling of International wide-body aircraft and passengers, and runway conditions sufficient to handle wide-body aircraft maximum take-off payloads.

Facilities for handling international wide-body aircraft and passengers:

At the present time, passenger traffic at FAI is solely of a domestic nature. To date, no international passenger traffic of a non-diversionary nature has utilized FAI. This fact need not be the case, and strong air carrier oriented economic arguments suggest that international passenger traffic through FAI is inevitable.

Several factors have thus far prevented the initiation of such service. These are summarized as follows: (1) Prior to January 1979, non-availability of a competitively priced fuel; (2) prior to the present, the lack of any facilities to accommodate the international passenger flight stop-over; and (3) the current inadequate facilities (not all airport related) to accommodate large scale international passenger traffic.

It is evident that both the issue of competitively priced fuel and the completion of some passenger facilities have been addressed and have, or are nearing, an initial resolution.

The need to address the ability of FAI to handle large scale (that is, more than one flight at a time) international passenger traffic follows from the international air carriers considerations concerning a shift of operations from Anchorage to Fairbanks. First, most international carriers transiting Anchorage cannot accommodate two distinct operations - its either Anchorage or Fairbanks. This is a function of carrier size, frequency of service, fixed base costs and the operational advantages of each location. Second, the cost of a carriers operation is significantly reduced with the sharing of many facilities and services with other carriers. This applies to refueling, food catering, ground handling, community infrastructure, and a wide variety of other considerations. Third, in the event of a non scheduled layover, access to the flights of competing carriers is an essential ingredient to maintaining market share in the highly competitive passenger arena. The inadequacy of Fairbanks' infrastructure to accommodate a wide-body unscheduled overnighiter during the height of the tourist season is considerably alleviated when flight continuation on another carrier's flight is possible.

These issues acting to constrain the entrance of international passenger traffic through Fairbanks must be weighed against the rather substantial economic incentives for a carrier to shift operations from Anchorage. Fuel in Fairbanks is and will be competitive with Anchorage. Given similarly priced fuel, the direct operating cost advantages of a shift to Fairbanks to a carrier operating a polar route (Europe to Far East) currently amounts to over \$1,500 per flight. This is equal to almost \$1 million annually to a carrier operating as few as five round-trips weekly.

Further acting to encourage polar routing via Fairbanks is the expected increase in world jet fuel prices - a real

growth of at least eight percent annually based on crude cost increase projections by the OPEC Pricing Committee. This increases the benefit of transiting Fairbanks an additional 50 percent every five years, in 1981 dollars. Nominal fuel cost increases have averaged over 25% annually for the past several years, doubling the nominal savings in three years. It is obvious from the discussion above that strong incentives act to encourage international carriers to shift polar passenger traffic to Fairbanks. Currently, almost all polar cargo flights are routed through Fairbanks. 1/

The polar passenger shift will occur. NORTH POLE REFINING has had on-going discussions with the home offices of several international carriers for the past few months. These discussions have repeatedly addressed both the economic advantage of polar passenger flights through Fairbanks and the need to construct facilities to accommodate these flights. The facilities must be in place prior to the initiation of flights. In at least one case, passenger traffic will commence during the summer of 1981.

1/ The polar cargo flights remaining in Anchorage are those of European carriers who cannot economically justify a shift to Fairbanks for one or two weekly cargo flights while maintaining passenger flights in Anchorage. JAL also continues a NY-Far East cargo flight in Anchorage because it picks up/delivers freight to Anchorage.

Runway conditions sufficient to handle wide-body aircraft maximum take off payloads.

The length of runway 1L/19R, currently 10,300 linear feet, is sufficient to accommodate wide-body (mainly Boeing 747) maximum take-off payloads during most days of the year. However, during a significant portion of the time, due mainly to icy conditions and summer time temperatures, payloads must be reduced by as much as 40,000 pounds. Payload reductions are an economic dis-incentive to an air carrier for continued or expanded operations from Fairbanks. This is especially true for cargo flights when either freight and/or fuel load factors are high. This is the case on the polar cargo route, which has shown remarkable growth (23% in 1979 and 12% in 1980: Source IATA) and extremely high load factors (the highest of any international route).

The need exists for a runway extension sufficient to handle maximum payloads during adverse conditions if Fairbanks is to retain polar cargo flights. Lufthansa personnel have cited runway conditions as the primary reason for not shifting its cargo and passenger/cargo combination flights to Fairbanks.

Summary

The need for Fairbanks International Airport to become the major transit point for polar traffic increases daily. Economic factors and competitive pressures are acting upon carriers to optimize aircraft utilization and routing. Fairbanks is geographically positioned to benefit from this opportunity, but in order to do so, facilities development

must occur. The need for this development is not a function of historical trends, but of the economics of today, economics that will increasingly tilt the optimization of polar flight routing to Fairbanks. Alaska should, indeed, ensure that facilities are in place to provide the most efficient service possible to one of its very important world-wide and large scale revenue sources and job producing industries - the international stopover business.

We urge you to incorporate these factors into the initial phase of the Draft Master Plan, to ensure that both FAI and Fairbanks do not lose this opportunity for economic expansion.

JFH/gw

CC: All members of the Interior delegation

STATE OF ALASKA
PUBLIC HEARING ON
FAIRBANKS INTERNATIONAL AIRPORT MASTER PLAN
January 26th, 1981

My name is Charles G. McConn.11. I am Vice President and General Manager of North Pole Refining, North Pole Alaska. My address is 7.7 Mile Chena Ridge Road, Fairbanks, Alaska.

The purpose of my comments at this public hearing regarding the State's Master Plan for Fairbanks International Airport development is to ensure that some of the questions that have recently been raised in the public regarding future international air traffic are answered, or at least spoken to.

One recurring question has been "If the Fairbanks International Airport is developed to be able to handle international passenger flights, will the international air carriers come to Fairbanks and will they stay in Fairbanks?" The best information and analysis now at hand indicates that the answer to both of these questions is "Yes".

There are several key elements which bear heavily on the choice of an international air carrier as to which airport, Fairbanks or Anchorage, is an acceptable location for refueling stops. The air carrier has to know that a reliable source of fuel is available at the airport's location, he has to know that this fuel is priced competitively with the fuel at the other airport; the international carrier also will look at the overall cost of operation for using either one or the other of these airports for his refueling stop, and finally, he will have to know whether the facilities are in place at the airport to accommodate his company's needs.

In the past two years several of these questions have been answered. First of all, the fuel availability from the North Pole refinery has been proven to be reliable and is adequate to meet the needs of the international air carriers for their polar and great circle route passenger flights. The price of that fuel has been, and in all likelihood will continue to be, competitive with the other refineries' jet fuel prices within the State. Regarding operating costs for the polar flights, that is the flights originating in Europe and destined to Asia or vice versa, a significant net operating cost savings results in using the Fairbanks International Airport. And finally, the question regarding facilities is one which is left, at this time, unanswered. Current international passenger facilities at the airport are adequate for only a small percentage of those flights which now utilize Alaska for a refueling stopover.

Why should the State of Alaska be concerned with having adequate facilities at Fairbanks to meet the needs of the international air carriers in the future? The answer to this question is complex but some of the elements can be described in a very simple economic sense. One of the answers to this question can be easily seen in the number of jobs which are generated by the international passenger and cargo flights which stop in Alaska. The jobs are in two forms. Direct jobs with the air lines and indirect jobs with the services that are required to support these international flights. Further, there is a great deal of revenue generated by the landing fees, fuel flowage fees, taxes and so forth that are attendant to these landings. There is also a certain amount of existent and potential tourism spin off associated with the passenger flights. Tourism is one of Alaska's greatest industries and one of Alaska's cleanest industries and with international polar passenger traffic predicted to increase at 10% per year for the next few years, this is also a growth industry.

The Airport Master Plan calls for a broad range of improvements and development at Fairbanks International Airport encompassing domestic passenger, general aviation and international air traffic. On balance, the spending indicated in the Master Plan is well divided between these three general areas and will provide benefits to all. My comments have been directed at the international portion because that is the area of the Master Plan about which I am most familiar. However, as a citizen I am firmly convinced that the domestic passenger and general aviation improvements are also well thought out and sorely needed.

I wish to indicate, in closing, my complete support for the Master Plan project proposals and to encourage the State to accelerate the time frame, particularly of Phase 1 spending, to ensure that these services, most of which have been needed for some years now, are implemented to take maximum advantage and give the greatest benefit.

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Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

SB 40 An Act relating to local service roads and trails; e.d.
(Rules by request of the Governor)

This bill is amending various provisions of the Local Service Roads and Trails Act (AS 19.30)

AS 19.30.171 (b) This section is amended transfers costs and fees incurred in land acquisition from to local governments rather than project, with or without local road powers.

AS 19.30.181 is repealed. Project Agreements--the previous Stat read that as soon as practicable after a specific project has been approved by the commissioner, the commissioner shall enter into a formal project agreement with a qualified local government concerning the construction of th project (Ch 84, SLA '71). Ch 158 SLA '80 amended this section to read that a local government which has assumed local road powers may enter into a formal project agreement with the commissioner for the construction of a specific project. The section in this bill amends the previous revisions by stating "in writing" only with the commissioner, and adding (b) A local government without road powers shall agree in writing with the commissioner to construct a specific project.

AS 19.30.211 (b) Maintenance. The underlining in this section is what amends it, i.e. this is additional language to the Stats. The initial language in (b) was amended in Ch 158'80 to present state.

This bill would effect not only the LSR&T program of D.O.T., but I would guessestimate that it would also effect the recent bond issue approved by voters in November to place 10. mil to enhance program.

Note: The following is the initial language of AS 19.30.211 Maintenance. Department shall maintain, or cause to be maintained, any project constructed under the provisions of 111-241 of this Chapter, except that upon mutual agreement of the Commissioner and the local government the responsibility for maintenance may be transferred to the local government if it is authorized to assume road maintenance powers (Ch 84 SLA '71).

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Alaska State Legislature

House

JUNEAU ALASKA

TRANSPORTATION COMMITTEE

CSSB 57 (Trsp) An Act relating to transportation safety; and providing for and effective date. (Original Sponsors: Ray & Ferguson)

Senate History:

Senate Judiciary: Committee considered bill on 4/6; Senators Rodey, Ray, & Parr signed "Do Pass;" Sen Hohman signed "no rec;" referred to Trsp Committee

Senate Transportation: CS reported out with Senators Ray, Gilman, Kerttula, and Dankworth signing "Do Pass" with fiscal note

CS: page 1, line 18, Sec. 2--Statute changed from AS 44.19.025 to AS 44.99.001
page 2, line 6 & 7 originally read (a) There is established in the Department of Public Safety the Transportation Safety Commission" which was amended and should have said in the draft "The Governor's Transportation Safety Commission is established:

page 2, line 15 was amended to add the following language "with at least one on from each house"

page 3, line 8, Sec. (b) was added, and sections renumbered accordingly
page 4, line 14, the following language was added "and the Federal Highway Safety Act of 1966 (P.L. 89-504, 80 Stat. 731).

Sent to Rules for calendar 4/14.

Rules scheduled CSSB 57 for 4/20; Sen. Ray asked for referral to Finance

Senate Finance: Considered CSSB 57 and attached new fiscal note; Senators Bernett, Sturgulewski, Eliason, Sackett and Stimson signed "No Rec;"
Senators Dankwork and Ferguson signed "Do Pass" 4/27 to Rules

Senate Rules: CSSB 57 be placed on 4/27 calendar, signed Kelly, Ziegler, & Ferguson

Senate Floor Vote on CSSB 57: 19-1 (Sackett voting nay)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ALASKAN REGION
701 C STREET BOX 14
ANCHORAGE, ALASKA 99513



FEB 5 1981

The Honorable Bill Ray
Alaska Senate
Chairman, Transportation Committee
Pouch V, State Capitol
Juneau, Alaska 99811


Dear Senator Ray:

The Federal Aviation Administration wholeheartedly endorses
Sec. 09.65.092 of SB 57.

For your information, on December 15, 1980, the enclosed
letter was sent to each member of the legislature urging
passage of a bill similar to the one you are now
considering. We have for some time encouraged a program of
free aircraft maintenance inspection clinics. At these
clinics, FAA-licensed aircraft and powerplant mechanics have
performed "courtesy" inspections of general aviation
aircraft. Possible liability from an act or omission
creates reluctance on the part of mechanics to participate
in the safety inspections. This bill would provide the
needed relief from liability and allow this worthy program
to continue.

If there is something further I can do to encourage passage
of this legislation or assist you in any way, please call me
at 271-5645.

Sincerely,


Robert L. Faith
Director

Enclosure

DEC 15 1980

Dear Sir:

In the past days of the 1980 legislature, an important Bill (CS for CS for SB 377--copy enclosed) designed to enhance aviation safety in Alaska was not enacted. It did, however, successfully pass the House, but never reached the Senate for their approval prior to the end of the legislative session.

Several years ago, a group of volunteers dedicated to the prevention of aviation accidents held free safety inspection clinics for aircraft and instruction sessions for pilots and owners. This group was sanctioned by the Federal Aviation Administration and in 1979 and the first part of 1980 the FAA provided air transportation and per diem for those volunteers when inspections and clinics were held outside the Anchorage area. In these sessions, aircraft were inspected and owners were instructed in finding hidden aircraft damage. During 1978 and 1979, an estimated 400 to 500 aircraft inspections per year were held. Between 50 and 60 of these aircraft were found to have structural damage which would have gone unnoticed without the help of trained observers. In some cases, the damage was so severe that the aircraft could have lost a vital component when subject to normal flight loads. One aircraft was found to have the vertical tailpost corroded all the way through. Here in the Anchorage area, there has been extremely high winds over the last two years which have caused a lot of minor to major damage to aircraft because of tiedown procedures, contact with other objects, and methods of control surface restraint.

These inspections were halted approximately a year ago because of the possible liability for volunteers growing out of a claim if an accident occurred following one of these inspections. To protect these volunteers, and better serve the cause of aviation safety, a Bill was introduced in the Alaska Legislature which provided a measure of "Good Samaritan" protection for the involved volunteers (SB 377). As we have mentioned above, this Bill did not get to the floor of the Senate for a vote before the end of the 1980 session. The importance of this Bill to all Alaskans is easily seen when one considers the state has a ratio of pilots to population some ten times that of the national ratio and some 85 percent of the state area is served by light aircraft for transportation and acquiring necessities. Only a small percentage of the state's aircraft operators have the service of an approved repair station close by. The adverse operating conditions in remote areas require these aircraft to need more, rather than less, attention to provide protection to the flying public. The volunteer inspection program does something concrete to reduce the accident risk by encouraging continued inspection of the aircraft and instruction of pilots in finding problems in critical areas before they cause mishaps.

We the undersigned, therefore, urgently request that this enabling legislation be enacted as soon as possible to get this program moving forward again. This action would not obligate the State to provide any funds for this activity. Because of the critical safety problems facing the Alaskan flying public, we urge your support in the introduction and early passage of this legislation. Your assistance is clearly appreciated.

Wayne Davis

SIGNED: Wayne Davis
President, Alaskan Aviation Safety Group

Orin D. Seybert

Orin D. Seybert
Chairman of the Board
Alaskan Air Carriers Association

Robert Sutherlin

Robert Sutherlin, President
Alaskan Airmen Association

Robert L. Faith

ENDORSED by: Robert L. Faith
Director, Federal Aviation
Administration

Bud Walters

Bud Walters
Alaska Repair Station
Representative

POSITION PAPER

CS for Senate Bill No. 57 (Transportation)

"An Act relating to transportation safety; and providing for an effective date."

This Act provides:

- 1) Immunity from liability for voluntary aircraft inspectors;
- 2) That the Governor may designate a person to serve as his highway safety representative to deal with the federal government with respect to programs and activities under the Federal Highway Safety Act of 1966; and to coordinate the activities relating to highway safety of state departments, agencies and subdivisions, and of the Governor's Commission on Transportation Safety.
- 3) Establishment of the Governor's Commission on Transportation Safety as the state planning agency to assist the Governor in the exercise of his powers and duties relating to the Federal Highway Safety Act, and to investigate state and local transportation safety needs.

The Department of Health and Social Services strongly supports the concept of this bill. Automobile, aircraft, and boating accidents are major contributors to the accidental death rate in Alaska. The proposed Transportation Safety Commission could assist in finding means to reduce transportation accidents and the associated death, disability, and property loss. The Department recommends that, if a Transportation Safety Commission is established, it should work with, and not duplicate, the activities of the State Advisory Council for Emergency Medical Services.

Recommended by: David Bruce
David Bruce, Deputy Director
Division of Public Health

Date: April 16, 1981

Approved by: Helen D. Beirne
Helen D. Beirne
Commissioner

Date: 4-29-81

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. CS for Senate Bill No. 57 (Transportation)
 Title "An Act relating to transportation safety; and providing for an effective date "
 Requested by Commissioner's Office Date 4/16/81

II. FISCAL DETAIL

Agency Affected Department of Health and Social Services
 Program Category Affected Division of Public Health
 BRU, Program, or Subprogram(s) Affected _____

(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	0	0	0	0	0	0
200 TRAVEL	0	0	0	0	0	0
300 CONTRACTUAL	0	0	0	0	0	0
400 COMMODITIES	0	0	0	0	0	0
500 EQUIPMENT	0	0	0	0	0	0
600 LAND & STRUCTURES	0	0	0	0	0	0
700 GRANTS, CLAIMS, ETC.	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER (Specify Fund Source)	0	0	0	0	0	0

POSITIONS

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

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

IV. DATE 4/16/81 PREPARED BY Mark Johnson
 AGENCY Dept. of Health & Social Services
 PHONE 465-5027
 Original: Legislative Finance
 cc: Budget and Management

POSITION PAPER/Department of Health & Social Services

POSITION PAPER

SENATE BILL NO. 57

"An Act relating to transportation safety; and providing for an effective date."

This Act will establish in the Department of Public Safety a Transportation Safety Commission to investigate state and local transportation safety needs and seek financing for development of programs and techniques to:

- (1) alleviate and prevent all types of transportation accidents;
- (2) aid the court system in the adjudication of traffic cases;
- (3) aid peace officers in the enforcement of transportation laws;
- (4) rehabilitate and prevent recidivism of traffic offenders.

The Department of Health and Social Services strongly supports the concept of this bill. Automobile, aircraft and boating accidents are major contributors to the accidental death rate in Alaska. The proposed Transportation Safety Commission could assist in finding means to reduce transportation accidents and the associated death, disability and property loss.

Recommended by: David Bruce
David Bruce, Deputy Director
Division of Public Health

Date: January 22, 1980

Approved by: Helen D. Beirne
Helen D. Beirne
Commissioner

Date: 2/2/81

FISCAL NOTE

I. REQUEST

Bill/Resolution No. Senate Bill No. 57
 Title "An Act relating to transportation safety..."
 Requested by Commissioner's Office Date 01/21/81

II. FISCAL DETAIL

Agency Affected Department of Health & Social Services
 Program Category Affected Health/Division of Public Health
 BRU, Program, or Subprogram(s) Affected Emergency Medical Services
 (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 80	FY 81	FY 82	FY 83	FY 84	FY 85
100 PERSONAL SERVICES	0	0	0	0	0	0
200 TRAVEL	0	0	0	0	0	0
300 CONTRACTUAL	0	0	0	0	0	0
400 COMMODITIES	0	0	0	0	0	0
500 EQUIPMENT	0	0	0	0	0	0
600 LAND & STRUCTURES	0	0	0	0	0	0
700 GRANTS, CLAIMS, ETC.	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

FUNDING (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER (Specify Fund Source)	0	0	0	0	0	0

POSITIONS

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

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

DATE 01/21/81 PREPARED BY Mark S. Johnson
 AGENCY Emergency Medical Services Div. Public Health
 PHONE _____

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SB 57
 Title An Act Relating to Highway Safety
 Requested by Senators Ray, Ferguson Date 04/25/81

II. FISCAL DETAIL

Agency Affected Department of Public Safety
 Program Category Affected Public Protection
 BRU, Program, or Subprogram(s) Affected Traffic Safety Improvement
 (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		10.7	10.7	10.7	10.7	10.7
300 CONTRACTUAL		10.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		20.7	10.7	10.7	10.7	10.7

FUNDING (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
GENERAL FUND		20.7	10.7	10.7	10.7	10.7
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
FULL TIME						
PART TIME						
TEMPORARY						

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

Funds will provide travel and per diem expenses to the fifteen members of the Highway Safety Commission as per AS.99.001 for the purpose of conducting conferences for planning enforcement and adjudication, and offender rehabilitation. An inflation factor of seven per cent is added for the succeeding years.

The 10.0 in contractual will be to assist the Agency in hosting the 1982 National Conference of Governors' Highway Safety Representatives in Anchorage September 13 through 17, 1982. Past conferences have attracted between 375 and 700 participants, depending on location. Alaska should attract a fairly large number.

IV. DATE 04/25/81 PREPARED BY M.E. Dankworth, Co-Chairman
 AGENCY Senate Finance Committee
 PHONE 465-3753
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. SB 57
 Title An Act Relating to Highway Safety
 Requested by Senators Ray, Ferguson Date 04/07/81

II. FISCAL DETAIL
 Agency Affected Department of Public Safety
 Program Category Affected Public Protection
 BRU, Program, or Subprogram(s) Affected Traffic Safety Improvement
 (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	10.0	10.7	11.5	12.3	13.2	14.1
300 CONTRACTUAL		10.0	10.0			
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

	10.0	10.7	11.5	12.3	13.2	14.1
GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

	Ø	Ø	Ø	Ø	Ø	Ø
FULL TIME						
PART TIME						
TEMPORARY						

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

Funds will provide travel and per diem expenses to the fifteen members of the Highway Safety Commission as per AS 44.99.001 for the purpose of conducting conferences for planning, enforcement and adjudication, and offender rehabilitation. An inflation factor of seven per cent is added for the succeeding years.

The 10.0 in contractual will be to assist the Agency in hosting the 1982 National Conference of Governors' Highway Safety Representatives in Anchorage September 13 through 17, 1982. Past conferences have attracted between 375 and 700 participants, depending on location. Alaska should attract a fairly large number.

DATE 04/07/81 PREPARED BY Charles A. Smith
 AGENCY Department of Public Safety
 PHONE 457-4401
 Name Sponsor (First Legislator Named)

b) The Governor's Commission on Transportation Safety consists of ~~13~~ ¹¹ members as follows:

- (1) the attorney general, the commissioners of public safety, transportation and public facilities, and health and social services;
- (2) four residents of the state selected by the governor based on geographic representation and population distribution;
- (3) one superior court or district court judge experienced in the adjudication of traffic cases, and appointed by the Judicial Council;
- (4) two members of the legislature, one from each house and appointed by the presiding officers.

(c) A member of the commission appointed under (b)(1)-(2) of this section serves at the pleasure of the governor.

(d) A member of the commission appointed under (b)(3)-(4) of this section serves ~~at~~ for a period of two years.

S

B

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8

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to permits for overweight vehicles."

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

* Section 1. AS 19.10.060 is amended by adding a new paragraph to read:

(2) issue special written permits authorizing the operation of overweight vehicles;

* Sec. 2. AS 19.10.060 is amended by adding a new paragraph to read:

places it in DOT/PP
(4) operate motor vehicle weighing stations and establish regulations for the enforcement of size, weight, and load limitations.

* Sec. 3. AS 28.05.011(8) is repealed.

Note: 19.10.040 (2) was repealed by AS Ch 144, SLA '77

Chapter 10 relates to State Highway System



ROGERS & BABLER

A Division of Earth Resources
Company of Alaska

1301 East 64th Avenue, Anchorage, Alaska 99502
Phone: (907) 344-4547



January 26, 1981

Associated General Contractors
134 North Franklin Street
Juneau, Ak. 99801

Attn: Jean Kline

Dear Jean:

We have not had many problems obtaining trip permits from the Anchorage office. However, we can go to Palmer and obtain a permit to road a 988 Caterpillar Loader with bucket from Palmer to Chugiak. But we cannot get a like permit from the Anchorage Office. They make us remove the bucket. This is very costly to remove the bucket and some organizations do not have any lifting capabilities at the location where they would have to reinstall the bucket. Another rig would have to be hired just increasing costs to all. Some Contractors are required to remove rippers from tractor dozers. We don't think this is necessary, just an additional cost.

As far as the scales go here in Anchorage, everybody has problems. As an example: 1) We will obtain a permit to move a piece of equipment and when we get to the scale if we are off on one axle weight, but the total axles are okay, they can jerk the permit then issue a ticket for not having a permit and another ticket for being over weight. We had to go to court on this example and one of the tickets was resended. 2) Another problem is that the D.O.T. Highways require the Contractors to weigh the loads on a scale with sufficient length that the total rig is weighed at one time. Then when the rig arrives at the scale, individual axles are weighed and if one axle is over then a ticket is issued. One inspector made a driver shift 500#'s of gravel because one axle was over but the total weight was okay. We have had the same truck & trailer inspected 3 times in a single day, taking a lot of time and costing at least \$60.00 to \$70.00 per hour. That is \$1.00 per minute.

They also require the Contractors to have identification signs on their trucks. The letters are to be 2½" in size. If you look at the DOT, Municipality, and the ARR trucks, their letters on their trucks are not 2½" in size. They are smaller.

We are not against safety, but believe the inspections are carried too far. In fact the legislature voted out the car inspections but still all trucks have to have all glass, lights, horn, wipers, & etc. in perfect condition at all times.

A.G.C.

January 26, 1981

Page 2 of 2

Some times when it is raining heavy we loose light bulbs in marker and tail lights. A ticket is issued if they burn out during the day.

Truckers are refusing to quote the Contractors by the ton haul from Eagle River, Chugiak or Eklutna due to the harassment at the scales. Assuming that 150,000 tons of aggregate is hauled into Anchorage the price has increased at least \$1.00 per ton due to the harassment. This is costing the D.O.T., Municipality and other agencies in additional dollars which we all are forced to pay our share. The trucking industry doesn't care about permits, harassment, and etc. because they pass the costs on to the consumer.

Hope this helps you.

Very truly yours,

ROGERS & BABLER



Ted R. Cadman
Operations Manager

TRC/fmc

H & H Trucking Company

P. O. BOX 10-777 · ANCHORAGE, ALASKA 99511 · PHONE 344-0993

February 7, 1981

Senator Bill Ray
Senate Transportation Commission
Pouch V
Juneau, Alaska 99811

Dear Senator Ray:

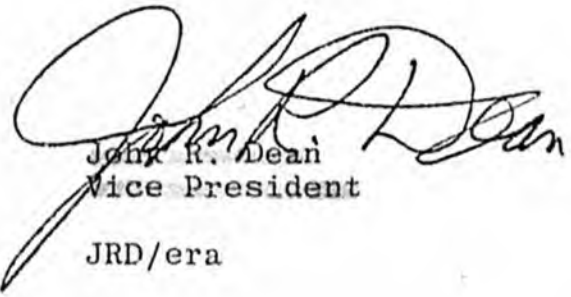
I would like to take this opportunity to thank you and the other members of the committee for your genuine interest of the problems facing transportation of sand and gravel in the State of Alaska. As I testified before your committee, the double standards that we must satisfy are impossible to comply with because of the strict enforcement of the Department of Transportations' unit weight policies and the State Troopers' axle weight policies. It is not that the sand and gravel truckers are trying to circumvent the law, it is just an impossibility to serve two masters with total loyalty to both.

It was exceedingly gratifying to encounter a branch of government that is genuinely interested in the problems facing its constituents.

Thank you again for my opportunity to testify. I stand ready to do anything that would help correct this problem.

Sincerely,

H & H TRUCKING



John R. Dean
Vice President

JRD/era

✓ cc: Jean Kline
Alaska Chapter - AGC



M-B CONTRACTING CO., INC.

7101 Debarr Rd., Anchorage, Alaska 99504 • Ph. (907) 333-5527 • Telex 26-528

January 26, 1981

Senate Transportation Committee
Juneau, Alaska

Gentlemen:

We are not satisfied with the issuance of "Overweight and Overlength Permits" as presently being done by the Department of Public Safety, Alaska State Troopers; nor are we satisfied with the operation of the scales by the State Troopers.

1. There seems to be different criteria used at different Permit issuing offices at different locations throughout the State.
2. Some of the personnel (State Troopers) operating the scales and issuing citations were not completely familiar with the Regulations and in most instances refused to check with his supervisor as to the correct interpretation.

We believe this operation could better be performed by the Department of Transportation.

Very truly yours,

M-B Contracting Co., Inc.

H.A. Leader
Harold A. Leader



OVERSIZE AND OVERWEIGHT COMMERCIAL VEHICLES, PERMITS

BACKGROUND:

A.G.C.: The Alaska Chapter, Associated General Contractors represents a membership of over 520 firms within the state directly involved or associated with the Alaska construction industry. Highway and vehicle safety are of prime concern with the industry as shown through A.G.C. sponsored accident prevention programs, safety seminars and voluntary on-site project inspections.

SB 58 was introduced through the courtesy of Senator Bill Ray as a vehicle with which to focus legislative attention on a specific industry problem in the hope of securing statutory relief.

B.V.E.: Currently oversized, overweight permits, weigh stations and commercial vehicle inspections are under the jurisdiction of state troopers in the Bureau of Vehicle Enforcement, Department of Public Safety (see attached BRU document).

Formerly the permit section was operated by the Department of Highways, Division of Maintenance and the weigh stations/inspection fell under the authority of Weights and Measures Section, Department of Commerce.

PROBLEM:

Permits: (a) inconsistency in issuance (b) different and often conflicting criteria (c) rigidity of attitude and approach

Weigh Stations & Inspections: (a) restrictive interpretation of statutes and regulations (b) excessive, non-productive, nit picking enforcement (c) needless multiple inspections of vehicles (d) rigidity of attitude and approach

--specific examples of above are detailed in attached back-up material

EFFECT ON USERS:

The continuous response is one of frustration with burgeoning governmental bureaucracy.

The net result may be translated into a simple four letter word--COST. Cost not reflected in fees but lost time dollars in man hours and delayed delivery which could be the difference between profit and loss to the contractor. Those unable to absorb lost time dollars are faced with either a reduction of work force or eventually going out of business. The indirect results must be borne by the tax paying public through inflated material and project cost or an increased number on the state's unemployment rolls.

CONCLUSIONS:

By definition, state trooper duty is one of very rigid adherence to policy and prosecution, even in victimless violations within service delivery categories.

Commercial vehicle permitting and inspection could be appropriately assumed through civil enforcement with a more common sense approach and built in measure of flexibility in the regulatory and enforcement fields.



January 26, 1981

P.O. BOX 4-GG
ANCHORAGE, ALASKA 99509
PHONE (907) ~~272-0558~~ 272-9558

Associated General Contractors
134 Frankin
Juneau, Alaska 99801

Attention: Jeanie Kline

Dear M's Kline:

First let me say we have owned and operated trucks since 1968 and have been involved in trucking industry since 1966 in Anchorage. Operating one to twenty-five trucks, primary earthmoving but have also hauled freight.

Due to the harassment of the Alaska State Troopers we have consider just quitting. The cost of equipment and men being detained unnessarily is a factor that cann't be figured in hauling cost and beable to obtain work. And the cost is an unwarranted cost, the majority of our work in some manner is paid for by the State and most of our work is performed on State Highway and Road projects.

Attached is copies of permit and ticket issued last week. We were moving our D-6 Cat. from Eagle River to Anchorage. We purchased a wide load permit as a D-6 is a legal weight load; when reaching the scales the cat was not moved forward enough to place the weight properly on the axles. The back axle is legal for 42,000 lbs. When weighted, the back axle actually weighted 46,060 lbs. There was no scales to check the placement of the cat before reaching the scales. The wide-load permit was taken from the driver. A ticket was issued for 4,080 lbs. @.05 per lb. \$204.00. Another permit had to be obtained for overwidth and if we did not want to unchain and re locate the cat 8" forward approximately, we could get any overload permit, which we did and took permit to the Glenn Highway, Mile 11 scales. Time involved was over two hours.

Due to not knowing exactly the weight distribution of the D-6 on the lowboy, the cost of a driver, permits, someone to deliver is \$354.00, not counting time for equipment just sitting that rents for \$95.00 per hour. The total cost for moving the D-6 should have been about \$210.00, labor, permits and equipment rental. Instead we have costs of over \$550.00.

Associated General Contractors
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January 26, 1981

Troopers maintain we should know weights and distribution on lowboy of each piece of equipment. ATC, also maintains the same. They are not considering the amount of fuel in equipment, dirt and mud on frame, dirt that builds up in the belly pans, all change the weight over the 2%, if they are in a good mood and allow the 2%. A truck can be cleaned and have a bare weight of 3,000 lbs. less than before cleaned. How much experience has anyone in Troopers and ATC had with moving heavy equipment and trucking?

In 1977, I had a trooper come to our office and compliment me on our trucking operation. Good equipment, legal loads, courteous drivers. He also commented that if all truckers and trucking companies followed our example, enforcement would not be needed. Our policies and most of the drivers are the same, only we have six trucks now and had twenty then and we have more lost time due to troopers now.

The fall of 1978 we had to sell all our trucks in order to survive. We had a contract with Rogers and Babler to haul gravel from Eklutna to their plant on Tudor Road, in Anchorage. Which meant going through the Glenn Highway, Mile 11, scales with over ten trucks approximately seven times a day. We didn't anticipate any problems. The first day we were written over \$4,000.00 in tickets. Rogers and Babler did not have scales at the Eklutna pit, we were weighting the trucks and material at the plant. Rogers and Babler needed the material for crushing very badly so we kept trying to haul but hauling less per load to get the axle weight. By noon the second day all work had to stop. The time at the scales inspecting and weighting just could not be absorbed and it wasn't getting better. Some trucks being inspected two and three times in one day. Just different troopers that were on duty, they had two and sometimes three in the scales. We stopped hauling, I called the troopers office and tried to make an appointment with the supervisor, he wasn't available to talk via of phone or have a meeting. I went to the troopers office and met with a sargent. It was arranged to have trucks all inspected at our yard so not to have drivers sitting two hours waiting and mechanics being sent to the scales. The inspection never took place after three days the sargent called and said they could not inspect in our yard because then they would have to inspect everyones like that if requested using Sea-Land and freight companies as an example.

Rogers and Babler put in scales at the gravel pit in Eklutna, they were platform scales but we did have gross weight and would split weight them to try and get axle weight correct. This took additional time and at a commerical scales they will not take the time to do this.

We suffered serious losses in labor cost and non-production. A truck would be held up with driver two hours, we would

Associated General Contractors
Page III
January 26, 1981

not be notified till the time had been lost. We had company radio's installed to try and help. Trucks would be held at the scales till repaired, a mechanic sent 24 miles one way, we were located in Sand Lake. Reflector and clearance lights to be replaced during the day time and had happened that day. We inspected every night, lights, tires and etc. The summer was a night mare and we had good equipment, and a good reputation for having our equipment in extra good working order. We were lucky a buyer from Washington and Oregon come in and bought all our trucks savings us from bankruptsy.

The work season of 1979, we bought and operated four trucks. We hauled mostly in the Sand Lake area, we did haul on the Rabbit Creek project for Stephan and Sons and our trucks had very little trouble. There was occasions when trucks would be stopped more than one time just to pull them over, look at weight ticket and check truck over. On one occasion a truck was stopped three times with a load from Glenn Highway, Mile 11 to Rabbit Creek. The truck was not cited any of the three times.

The 1980 season we have hauled and had to cross scales only on one job in October and again a nightmare. The gross weight legal, axle weight off, and no way to check at the scales before going to State scales. We were hauling approximately 25 ton and should have been hauling 29 ton if had been able to check axle weight at the loading area. The operators at the pit become upset when they are loading the same truck two and three times to try and get the load so the driver is not afraid to go to State Scales. We were hauling from a commerical pit and do not have control of the loading.

The cost to anyone needing gravel or anything hauled that entails a truck going through the scales is going to pay extra money and I think any gravel supplies from Eagle River and that area hauling into town is going to find that no one even wants to haul if anything else he can do. I found last fall couldn't get trucks to haul due to the scales and just harassment they had to contend with.

We have a lowboy and haul our heavy equipment. I have many calls asking us to do their hauling as unable to get equipment moved at a reasonable price and due to scales, the added cost, the price is so high when they are quoted they just can't afford to pay twice what it should cost.

Again, moving our D-6 last week my husband was stopped. driving the truck our son usually drives. The truck was pulled over by Officer Dial, he looked surprised when he saw who was driving. There was no reason to be stopped, like moving violation, he wanted to see the permit, then stated the flagging was wrong and had to be shown on the permit that

Associated General Contractors
Page IV
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the flagging was correct, the blade was measured and equipment inspected. A pilot car and lowboy were stopped a half hour to move the equipment one mile. The truck was stopped on a icy narrow side street with a wide load which in my judgement was unsafe and if equipment had been stalled in such a manner would have been very concerned for the safety of others. I feel the truck was stopped just for a personal vendetta, a number of citations have been issued to our son and he has obtained an attorney which Officer Dial has made remarks about to other truckers.

I have drivers tell me while they were stopped the officer discussing what he is going to do to such and such next time. What kind of enforcement of the law is that? Officers threatening what they are going to do and a guy just driving a truck for wages and afraid he will lose his license.

After three years and the problem seems to have turned into a monster. While hauling for another trucker on the Elmendorf Access project a truck was weighted by the State at the pit at approximately 95,000 and legal. State scales weight him at 125,000+, he showed the weight ticket he had and it was fortunate the owner of trucking firm that we were hauling for was there and had to sweet talk trooper into weighting the truck again, they sure wouldn't have done it for him the driver stated as he had told them something had to be wrong. Next time over the scale with the same load he weighted 112,000 by 3rd or 4th time weight at scales reflected approximately the same weight as the state project scales. The time lost was approximately two hours. After the incident the scales were closed and troopers left. I have personal knowledge of two other cases the same thing has happened and in one case the trucker was cited and went to court.

While hauling on International Airport Road project a trooper followed a truck onto the project and at the dump site stopped him for an inspection, the finding was he couldn't move the truck, the brake shoes had to be replaced they were wore out. The driver radioed and the shop, advised him the brake shoes were new just replaced. The trooper let him go back to work.

The Dept. of Transportation and Highways will not buy gravel with axle weight. A scales must be platform and all axles on the scales at one time. Yet they can ticket a truck overweight at .05¢ per lb. from axle scales. The variance in pit scales and trooper axle scales also will reflect less weight as well as overweight we have found.

Associated General Contractors
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January 26, 1981

I have not been able to obtain from troopers a book or whatever that they come up with some of their regulations from. ATC gave me a book saying we have adopted part of these regulations. The book is a ICC book. One item in question is to check air for braking power. The engine is shut off and brakes applied. The air pressure can't drop over so much per minute or the truck is unsafe. The pounds per minute and etc. changes with the trooper.

Our son is the one on the road and if drivers stopped and a real problem, he intercedes, he is very knowledgeable of weights, equipment mechanics and the workings of a truck. He has stated that for his own benefit he is going to carry a small tape recorder to document threats and that regulations change with the troopers.

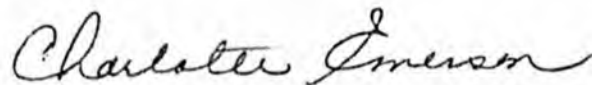
The personnel that is being used for enforcement I feel has allot to do with the problems. It's a out to get you thing and somewhere this has to be started and I hope now Stopped.

After reciting the figures you quoted this morning on the telephone that enforcement will double as dollars are going to double my husband stated if this is going to be the case we are going to take another avenue for our business.

We have a small family business and the employees we have are Alaska residents that have lived here a number of years. The pressure of everyday business is hard and we have felt the pressure from the trooper enforcement harder than anyother problem we have had, and I feel a unnessary burden on the business, drivers and cost for state projects. and private development.

Sincerely,

WORLD EQUIPMENT, INC.



Charlotte Emerson
Sec/Tres.

STATE OF ALASKA
 APPLICATION & PERMIT
 TO TRANSPORT OVERSIZE OR OVERWEIGHT
 VEHICLES OVER THE ALASKA HIGHWAY SYSTEM
 AND OTHER DESIGNATED HIGHWAY

Permit Office Wich
 Date Rec'd. 11/13/81
 Fee Amount 20.00
 Cash Check Charge
 Cert. Weight Ticket Attached Yes No
 Alaska Business License No. _____

Name of Owner/leasee World Equipment, Inc.
 Address P.O. Box 4-66 Anchorage, Alaska 99509
 Lic. No.: Truck 9212 AT Trailer 3673 TN Vehicle Type 453 ATC No: B312
 Make & Model: Truck Kenworth Trailer Loadin
 Load No w/ Blade Make & Model D-60 Cat

Dates of Move Jan 13
 Time of Move daylight has only except per stamp
 Exact Origin Glenn Highway Exact Destination Indo Building
 Via Highways Glenn Highway, Muddy, Tudor, Lake Otis, Building

VEHICLE WEIGHTS

NO MOVEMENT IF VISION IS OBSCURED BY INCLEMENT WEATHER. ORIGINAL PERMIT MUST BE CARRIED IN ABOVE VEHICLE DURING MOVE.

(X' in axles by groups)

Actual Weights	<u>1600</u>	<u>42000</u>	<u>4700</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Tire Width (in.)	<u>10</u>	<u>15</u>	<u>10</u>				
Tire Loading (No./in.)	<u>500</u>	<u>350</u>	<u>391</u>				
Actual Combined Vehicle Weight	<u>99,000</u>			Legal Combined Vehicle Weight <u>94,000</u>			

(Circle all values that are overweight)

VEHICLE SIZE

Overall Height: Legal Overall Width: 12' Overall Length: 75'
 Overhangs: Front Legal Rear _____ Semi Trlr. Length: 56'
 Over Height: _____ Over Width: 41 Over Length: 56'

CONDITIONS (For Office Use Only)

Long/wide Load Sign: Front Rear Convoy
 Pilot Cars: Front Rear Rotating Beacon Communication Red Flag Police Escort
 Maximum Speed: (1.) Highways 45 mph (2.) Bridges (a.) Max speed _____ (b.) No gear change (c.) No braking
 Other Conditions _____

CERTIFICATION: I. Colleen Johnson certify that:
 (Please Print)

- The load has been reduced to a practical minimum size and weight.
- All vehicle regulations will be complied with.
- The State of Alaska will be held harmless from any and all liability that may arise from the authorized movement.
- That all arrangements have been made with Public Utilities for the protection of utilities which may interfere with the authorized move.
- That owner/leasee will be responsible for all damages to Public Utilities or any other facility incurred as a result of the move.

Signed I. Colleen Johnson Title Employee Date 1-13-81

Approval: I permission is hereby granted to move the above described vehicle and/or load over the designated highways subjected to the conditions designated above.

Signed Deanna Montoya Title Clerk, Judicial Date 11/13/81

SUITE OF OFFICE } 33 No. G 032023
PLAINTIFF }
JUDICIAL DISTRICT }
THIRD }
COMPLAINT }

OF ALASKA DISTRICT COURT OF ANCHORAGE
BY THE UNDER SIGNED, BEING DULY SWORN, UPON HIS OATH DEPOSES AND SAYS:

ON THIS 13 DAY OF JAN 1981 AT 1:27 PM (P.M.)

NAME MAGUIRMAN JAMES T
DEFENDANT

STREET 701 S. KLEVIN ST S 2
CITY STATE ANCHORAGE, AK PHONE 335-3101

AGE 25 BIRTH DATE 8-5-55 RACE WAI SEX M HT. 65 WT 165

DRV LIC NO. AK DL 475710/S.N 574-52-0774

VEH NO 720217 / 30737W STATE AK JARS IR. 73/74
MAKE KUDJOKAT STYLE T-TRAC / B CHASSIS 734 H/FULL

ON A PUBLIC HIGHWAY, NAMELY AT (LOCATION) Glenn Hwy I/13 SCALIS

PLACE OF EMPLOYMENT WORLD EQUIPMENT
DID UNLAWFULLY (PARK/OPERATE) IN THE JUDICIAL DISTRICT AND STATE AFORESAID AND
DID THEN AND THERE COMMIT THE FOLLOWING OFFENSE

violation of Sec. 17AAC 25.060(2)
OVERWEIGHT PER AXLE (Group 3)
Tires
4000 LBS ACTUAL
4000 LBS LEGAL
7000 LBS WEIGHT

Offenses: EXCESSIVE WEIGHT, EXCESSIVE SPEED
 State Statute State Traffic Regulations Parking Violation
 Local Ordinance in such case made and provided Borough Ordinance

CAUSED PERSON TO DODGE: Pedestrian Driver JUST MISSED ACCIDENT

TYPE ACCIDENT: Front End Rear End Side Impact Head on Run off Roadway Intersection

OTHER TRAFFIC INCIDENT: Right of Way Wrong Turn Failure to Yield Failure to Stop Failure to Stop at Sign Failure to Stop at Light Failure to Stop at Stop Sign Failure to Stop at Stop Sign Failure to Stop at Stop Sign

ROADWAY TYPE: Business Industrial School Residential Rural
 2 lane 3 lane 4 lane 4 lane divided

DEPONENT FURTHER STATES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE, THAT THE PERSON NAMED ABOVE COMMITTED THE OFFENSE WHEREIN SET FORTH, CONTRARY TO LAW.

Signature: J. J. [unclear]
Name and title: WITHIN 15 DAYS (ident No.) 6802
Signature: [unclear]
Name and title: [unclear]

NAME
LAST
FIRST
MIDDLE
G 032023

SENATE COMMITTEE ON TRANSPORTATION

Meeting Minutes
January 29, 1981

The January 29, 1981 meeting of the Senate Committee on Transportation was called to order at 1:30 p.m. in the Butrovich Room located in the Capitol Building in Juneau, Alaska, by Senator Bill Ray, Chairman.

Present at the meeting were: Senators Ray, Gilman, Dankworth and Kerttula.

Absent from the meeting was: Senator Sackett (due to illness).

Senator Ray asked for testimony on Senate Bill 58, "An act relating to permits for overweight vehicles."

John Dean, representing H & H Trucking Co., Inc., testified in favor of the bill and brought up several points of concern. He felt there should be regular procedures for inspection of trucks because of lost money on time spent in Troopers inspections. He felt the jump scales used by the troopers are not accurate and not being used in an accurate method. There is also a problem with overweight Trooper inspection with the scales used. Senator Kerttula suggested that possibly a system could be devised to solve the overweight problem on the spot during inspections. Senator Dankworth asked if moving the permit section from Public Safety to DOT would solve the problems or did the regulations need to be revised. Mr. Dean felt they should and stated that moving the section wouldn't solve all their problems.

Lt. Kolivosky, representing the Department of Public Safety, testified in opposition to the bill. He states that the axle weight is the largest cause of road deterioration. He also stated that by regulation the Troopers are bound to go by the most restricted method. The jump scales, or portable scales, used were said to be accurate by the State of Washington, and Nevada also uses the scale. The scale house doesn't issue permits, the permit office does, because the scale house doesn't have road condition information needed and also there is a problem with keeping accurate records. He stated that the problems weren't going to be solved by moving the permit section.

Charlotte Emerson, representing World Equipment Inc., testified in favor of the bill. She objected to the time spent in obtaining permits and felt that since the Department of Public Safety is not responsible for anything after the permits are issued, the trucking company is, it didn't matter who issued permits. She thought truckers were over-regulated and over-policed and suggested that a current publication be available listing all of the rules and regulations concerning trucking. She also felt truckers should be allowed to adjust their loads and make them legal at the scale house, instead of having to go back to the permit office. Senator Dankworth again asked if moving the permit section is going to help or do the regulations need to be rewritten. Ms. Emerson said it didn't matter who gave out permits but she didn't think the permit section being in Public Safety was helping matters any. Ms. Emerson also reiterated several points brought out in the written testimony she had previously submitted.

Ms. T. J. Thrasher, representing the Alaska Trucking Association, testified in opposition to the bill. She felt the problems are with the regulations and they won't be solved by moving the permit section from one department to another. She would rather see the regulations improved, with a review of trucking operations.

Senator Ray asked if the Department of Transportation wanted the permit section within their department. DOT Commissioner Ward stated that he didn't feel the move would resolve any of the problems and he was more concerned with the regulations. He added that if the permit section was moved to his department, the enforcement efforts would continue because of his concern with the road conditions.

Senator Ray appointed Senator Kerttula to a subcommittee of one to investigate the City of Seward.

Senator Ray stated that Senate Bill 40 and Senate Bill 58 would be rescheduled for hearing on Tuesday, February 3.

There being no further business, the meeting was adjourned on January 29, 1981 at 3:25 p.m.

Committee 1/30/81 + 1/29/81

Sub-Committee 2/03/81

Checking w/ Ray's office re: specifics of action

Addendum

The additional trucking problems explained by the witnesses weren't part of the testimony on Senate Bill 58.

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from CHARLIE TAPP

Editorial Opinion and Comment of
FAIRBANKS DAILY NEWS-MINER
May 11, 1977

JAMES W. DALTON

Consistent with his mode of living during the previous six decades, a truly great Alaskan passed away at Fairbanks Memorial Hospital as this week began.

All Americans, particularly Alaskans, owe a great debt of gratitude to James W. Dalton, a dedicated individual with foresight and practical vision -- plus the ability to quietly translate his vision into reality. Unknown to all but a small handful of Alaskans was the fact that, among his other substantial contributions to our 49th state, Jim Dalton was largely responsible for making possible today's Prudhoe Bay petroleum development.

Several times during the past quarter century efforts have been made to recognize James Dalton as the catalyst who foresaw the value of petroleum deposits in northern Alaska. Quietly and methodically he initiated efforts which put into gear governmental machinery which opened up the Prudhoe Bay oil field for exploration and development. Whenever an occasion arose upon which it would have been proper to recognize Mr. Dalton's role in making it possible to utilize Alaska's northern petroleum resources, he had shied away and insisted that the spotlight of public recognition was directed upon others. An unusually modest man, Jim Dalton preferred to stay out of the lime light. He took quiet satisfaction in seeing his prophecies fulfilled, and was satisfied knowing that he was making substantial contributions to his Alaska.

James Dalton is no longer with us, and can no longer protest being recognized. It is fitting that at least a brief look is given to his accomplishments.

Son of Jack Dalton, for whom the Dalton Trail was named before the turn of the century, James W. Dalton was born 64 years ago. After graduating from our University of Alaska, Jim worked at his profession of mining engineer throughout interior and northern Alaska. Following military service during World War II, which included utilizing his professional engineering talents in Alaska military construction, Mr. Dalton joined the staff of Arctic Contractors, a joint contracting venture engaged by our United States Navy to explore petroleum resources contained within Naval Petroleum Reserve No. 4 in northern Alaska. During a seven year period while serving Arctic Contractors in several capacities, including chief engineer and general superintendent, Mr. Dalton became thoroughly familiar with petroleum potential in the northern sector of our state. As general superintendent of the project, employing more than 600 men, Mr. Dalton gained worldwide recognition for his outstanding capabilities in construction and related work in Arctic and sub-Arctic conditions.

During the period Mr. Dalton was supervising exploration of Naval Petroleum Reserve No. 4, he became convinced that northern Alaska contained very substantial petroleum resources -- not only within boundaries of

the 23 million acre Naval Petroleum Reserve, but also extending eastward through a section contained within Public Land Order 82, comprising 25 million acres, which had been withdrawn by the Secretary of the interior and closed to commercial development.

Mr. Dalton felt strongly that development of North Slope petroleum reserves would be in the best interest of Alaska and our United States; but obviously no development could take place unless a change was made in the status of either Naval Petroleum Reserve No. 4 or Public Land Order 82. He felt that if our federal government could be made aware of the North Slope's potential value to our country, it might be possible to change the status of Public Land Order 82 to allow commercial exploration. Factual data concerning Public Land Order 82 area existed, much of it contained in either James Dalton's head or his files, but had not been collated.

After exploring various possible approaches to initiating action on modification of Public Land Order 82, Mr. Dalton applied for and accepted a position with the then Territory of Alaska, Alaska Development Board. Early in 1954 Mr. Dalton became the manager of the "Rail Belt Branch Office, Alaska Development Board" (at a salary substantially less than that usually recognized as the criteria in his professional field.) His reason for accepting the position was to establish a base for a report emanating from a territorial government agency encompassing reasons why Public Land Order 82 should be modified.

Mr. Dalton subsequently compiled a comprehensive report on northern Alaska petroleum possibilities, well organized and concisely written. Subsequently presented to Secretary of the Interior Fred A. Seaton, Mr. Dalton's report was the basis for a modification order affecting Public Land Order 82 issued by the Secretary and making possible commercial exploration and development of what is now the Prudhoe Bay field. Subsequently he compiled a "Survey of the Future Growth of the Petroleum Industry in Alaska." Both publications, produced 20 years ago, are still valued reference for those engaged in petroleum development in our state.

Indicative of Mr. Dalton's character was the circumstance following modification of Public Land Order 82 (for which he had provided the motivating factors) when petroleum leases were made available to the general public. Asked why he did not personally make lease offers on some of the land available (leases which subsequently made "instant millionaires" of a sizeable group of Alaskans), Mr. Dalton replied: "If I made offers to lease (ground area within PLO 82) people might think that all I had in mind in writing the reports was to make a pile of money for myself. We can't have that. All I want to do is to help Alaska develop so that we Alaskans can stand on our own feet."

James Dalton achieved what he set out to accomplish. Alaska and Alaskans are forever in his debt.

FISCAL NOTE

I. REQUEST

Bill/Resolution No. S.B. 97
 Title Naming the North Slope haul road after James Dalton
 Requested by State Affairs Committee Date 1/20/81

II. FISCAL DETAIL

Agency Affected Department of Transportation and Public Facilities
 Program Category Affected Transportation
 BRU, Program, or Subprogram(s) Affected M&O- Interior Region, Highways
 (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		2.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	2.0	-0-	-0-	-0-	-0-

FUNDING (Thousands of Dollars)

GENERAL FUND		2.0				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

Assumes costs associated with signs to indicate the new name.
 Would be a one time cost.

IV. DATE January 22, 1981 PREPARED BY Ron B. Lind
 AGENCY Dept. of Transportation & Public Facilities
 PHONE 465-3900
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

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AMENDMENT TO SB-98am

BY ROGERS

IN THE TRANSPORTATION COMMITTEE

page 1 line 22 before "Vessels" insert "Marine"

page 2 line 23 add new sentence to read:

"River-going vessels must be given the name
of an historic river-going vessel."

Opt. 1

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

ND SF M AM -8
Sep. Jun-

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.

*12 mo
Free passage*

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 Septmeber 1 to June 30 annually, and to further investigate the possibilities of making lodging available to elderly at a reduced rate.

2 Additional
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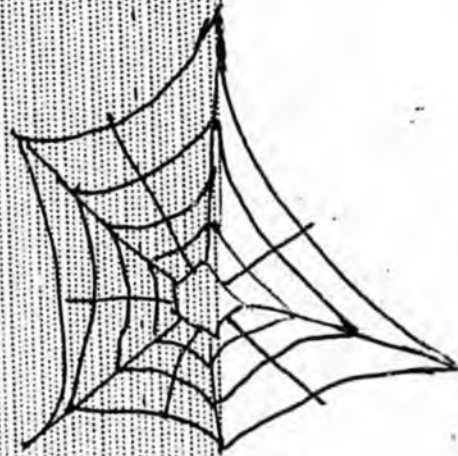
ALASKA

STATE LEGISLATURE

MEMORANDUM

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.



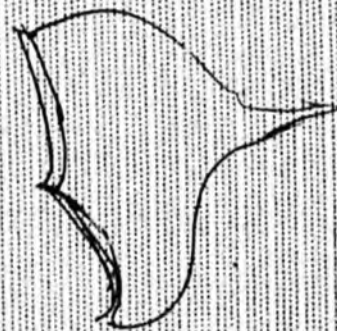
Alaska parts only

-or-
All parts

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MEMO
of
the
State

Space
available



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.

- I. 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*
 AGENCY Division of Marine Highway Systems
 PHONE 465-3951

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