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1981-1982

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34

I. REQUEST
 Bill/Resolution No. SB 34
 Title Special Appropriation to DOT/PF for Capital Improvements at Fkgs. Int'l Airport
 Requested by Senator Fabrenkamp Date February 24, 1981

II. FISCAL DETAIL
 Agency Affected DOT/PF
 Program Category Affected Aviation D & C
 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 | | | | | | |
| 200 TRAVEL | | | | | | |
| 300 CONTRACTUAL | | | | | | |
| 400 COMMODITIES | | | | | | |
| 500 EQUIPMENT | | | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | | | | | |
| TOTAL | | | 57,000. | | | |

FUNDING (Thousands of Dollars)

| | | | | | | |
|-----------------------------|--|---------|--|--|--|--|
| GENERAL FUND | | 57,000. | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER (Specify Fund Source) | | | | | | |

POSITIONS

| | | | | | | |
|-----------|--|--|--|--|--|--|
| FULL TIME | | | | | | |
| PART TIME | | | | | | |
| TEMPORARY | | | | | | |

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

- A. See attached list of project requirements and estimated costs, Phase I, Fairbanks Master P
 B. The following should be noted:
1. Project costs shown here reflect FY83 dollars, which constitutes a 12% per year inflation cost over and above those costs estimated in the draft airport master plan for Phase I which were based on FY81 dollars.
 2. FY83 dollars are used as current estimated scheduling indicates that the majority of the higher cost projects to be involved will be under contract by 1982-83.
 3. Projects for Phase I and their estimated costs are based on initial draft master plan and therefore do not reflect inclusion of final comments for final study report. Thus the number and cost of various projects may differ for Phase I when the final study report is done, thereby possibly affecting the total cost for Phase I.

IV. DATE February 27, 1981 PREPARED BY Dave Truax
 AGENCY DOT/PF, Div. of Planning & Programming
 PHONE 479-4284
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

Table 7-1

SUMMARY OF PROJECT REQUIREMENTS AND ESTIMATED COSTS
Fairbanks International Airport

| <u>PHASE I</u> | <u>Description</u> | <u>Estimated Project Costs^(a)</u> |
|----------------|---|--|
| 1. | Acquire Land Between New & Old Airport Way 27.5 Acres | \$ 3,720,000 |
| 2. | Acquire Land South of Proposed South Fairbanks Expressway 77.9 Acres | 248,000 |
| 3. | Acquire Land North of US Postal Service 21.4 Acres | 1,488,000 |
| 4. | Acquire Land North of Flood Control Levee 155.0 Acres | 248,000 |
| 5. | Acquire Land at Middle Marker 4.8 Acres | 124,000 |
| 6. | Acquire Leasehold Lots 1 & 2, Block 1 6.2 Acres | 1,612,000 |
| 7. | Acquire Land North of Cartwright Road 15.0 Acres | 186,000 |
| 8. | Extend Runway 11/19R & Taxiway T-1 1,400 L.F. | 5,580,000 |
| 9. | Over-layer Runway 11/19R 10,300 L.F. | 3,224,000 |
| 10. | Relocate Alaska Railroad 3,600 L.F. | 868,000 |
| 11. | Extend Runway 1R/19L & Widen 500 L.F. | 1,116,000 |
| 12. | Construct Taxiway T-5 & Convert T-3 to Gravel Landing Strip 3,700 L.F. | 2,170,000 |
| 13. | Widen & Reconstruct Exit Taxiways | 372,000 |
| 14. | Pave & Light Taxiway T-16 450 L.F. | 248,000 |

(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. | 1,612,000 |
| 16. Construct, Pave & Light Northwest Apron Taxiway (Stage I) | 2,000 L.F. | 1,240,000 |
| 17. Extend Float Pond | 4,500 ft. x 400 ft. | 5,332,000 |
| 18. Construct Float Plane Ramp | 1 Job | 248,000 |
| 19. Relocate Category II ILS Runway 1L | 1 Job | 2,480,000 |
| 20. Replace Towers on ALSF-1, Runway 19R | 1 Job | 620,000 |
| 21. Install VASI-2, Runways 1R and 19L and REIL, Runway 1R | 1 Job | 372,000 |
| 22. Upgrade Terminal Control Equipment | 1 Job | 99,200 |
| 23. Mark & Light West Helipad | 1 Job | 62,000 |
| 24. Mark & Light East Helipad | 1 Job | 62,000 |
| 25. Upgrade FSS & Other Equipment | 1 Job | 472,200 |
| 26. Expand West Apron | 40,000 S.F. | 1,736,000 |
| 27. Expand Passenger Terminal Building (Stage I) | 40,000 S.F. | 7,440,000 |
| 28. Rehabilitate Existing Passenger Terminal Building | 30,000 S.F. | 3,100,000 |
| 29. Install Traffic Signalization in Terminal Area | 1 Job | 186,000 |
| 30. Construct Additional Curbside Lane at Passenger Terminal Building | 1,800 L.F. | 744,000 |
| 31. Relocate Airport Way | 3,800 L.F. | 1,116,000 |
| 32. Construct Front Road "A" | 4,900 L.F. | 868,000 |
| 33. Construct Gravel Service Road "I" | 4,000 L.F. | 124,000 |

| | | |
|--|--------------|-----------|
| 34. Relocate & Extend Gravel Service Road "K" | 3,400 L.P. | 124,000 |
| 35. Construct Service Road "E" | 10,500 L.P. | 1,488,000 |
| 36. Construct Gravel Service Road "G" | 1,600 L.F. | 124,000 |
| 37. Construct Gravel Access Road "H" | 2,000 L.P. | 124,000 |
| 38. Expand Public Parking at Passenger Terminal (Stage I) | 300 Spaces | 930,000 |
| 39. Construct General Aviation Apron Auto Parking (Stage I) | 150 Spaces | 124,000 |
| 40. Construct General Aviation Apron (Stage I) | 180 Spaces | 1,612,000 |
| 41. Expand Float Pond to the East | 81 Slips | 4,340,000 |
| 42. Construct East Heliport | 6 Spaces | 372,000 |
| 43. Relocate FBO's Operating +12,500 lb. Aircraft to Northwest Apron | - - | 3,720,000 |
| 44. Construct Two Rescue Boat Houses | 500 S.P. | 49,600 |
| 45. Construct Sand Storage Building | 3,000 S.F. | 186,000 |
| 46. Construct Vehicle Storage Building (Stage I) | 15,000 S.F. | 1,116,000 |
| 47. Extend & Relocate Hydrants at Passenger Terminal | 1 Job | 248,000 |
| 48. Extend Hydrant System to Air Cargo Apron (Stage I) | 3,500 L.F. | 868,000 |
| 49. Construct Air Cargo Apron (Stage I) | 120,000 S.Y. | 4,464,000 |
| 50. Electrical Service to East Side of Float Pond | 7,600 L.F. | 372,000 |
| 51. Expand Standby Generation | 1 Job | 372,000 |
| 52. Extend West Apron Drainage | 1 Job | 74,400 |

| | | |
|---|------------|----------------|
| 53. Drainage System for South End of Airport | 1 Job | 620,000 |
| 54. Develop Park & Trail System | 1 Job | 248,000 |
| 55. Relocate Security Fencing along Alaska Railroad | 3,600 L.F. | 74,400 |
| 56. Relocate Security Fencing in Old Post Office Area | 1,200 L.F. | 24,800 |
| 57. Relocate Security Fencing along Airport Way & Frontage Road "A" | 8,400 L.F. | 161,200 |
| 58. Landscape Terminal Entrance Road | 1 Job | 248,000 |
| 59. Landscape University Avenue Entrance | 1 Job | <u>124,000</u> |
| TOTAL PHASE I: | | \$ |

M E M O R A N D U M

TO: Senate Transportation Committee

FROM: Senator Fahrenkamp

DATE: March 5, 1981

Senator Fahrenkamp

Testifying in support of SB 34 and SB 37 will be:

Ben Harding - Fairbanks North Star Borough

Jim Healy - North Pole, Chamber of Commerce

Dr. Jim Drew - Fairbanks Economic Development Commission

Don O'Connor - Chamber of Commerce, Aviation Committee

Bob Thomas - Chamber of Commerce, Transportation Committee
and Consultant to Airport Study Committee

Brenda Moser - North Pole Refinery

Steve Thomas - Airport Operators Council

Mitch Gravo - Lobbyist, Municipality of Anchorage

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fairbanks north star borough

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



TOP 10 PROJECTS SUPPORTED BY THE PUBLIC DURING PROGRAM FOR PROGRESS

COMMUNITY INPUT PHASE:

1. Airport improvements 240
2. Renovation of Big Dipper 216
3. Remove barriers to the handicapped 208
4. Chena Lakes recreation project 202
5. Parks & Recreation facility improvements/beautification 151
6. Waste heat greenhouse 150
7. Solar collectors, Borough buildings 176
8. Transit maintenance center 158
9. Sports & Recreation facilities in North Pole 127
10. Civil defense equipment 124

August 18, 1980

Mr. Gerald Rafson, Project Manager
Transportation and Public Facilities
University Plaza--East, Suite 1
600 University Avenue
Fairbanks, Alaska 99701

Dear Mr. Rafson:

I am writing in regard to the public hearings held on July 29 concerning the Fairbanks International Airport Master Plan.

I am deeply disturbed at the course which the development of the Master Plan is taking. I want to express my categorical rejection of the underlying assumptions and the parameters guiding the Master Plan's development.

The assumptions embodied in the Master Plan presented in Fairbanks basically deny the airport its present international status. In effect, your projections for airport use and activity rest on the contention that the Fairbanks International Airport is a community facility designed to serve the air transportation needs of the residents of the Fairbanks North Star Borough. I find it ironic that your draft does not even define the Fairbanks International Airport as an air-service facility for such nearby interior Alaskan communities as Delta or Nenana, much less Fort Yukon, Tanana, etc.

Moreover, as I indicated earlier, your draft does not address in any detail, or give any weight to, Fairbanks' status as a transit and refueling point for international cargo flights. Nor does your draft address the prospects of any form of international passenger flights, either in transit or for tourism stopovers, in the Fairbanks area.

The inadequacy of the standards imposed on the Fairbanks International Airport is clearly evident if these standards are applied to the Anchorage International facility. A large percentage, if not the bulk, of major aircraft operations in Anchorage result from international and transit flights--not from those operations which directly service the Anchorage community. Similarly, a large part of the air traffic at the Seattle/Tacoma airport and at Chicago's O'Hare--to cite only a few examples--depend on transit and international flights.

Letter to Gerald Rafson
August 18, 1930
Page two

Your definition of the Fairbanks International Airport, as well as the projections of the growth of its operations to the year 2000, are valid only if you intend to relegate Fairbanks to the status of a dead-end airport facility. This relegation in turn can only be accomplished if you intend to strip the Fairbanks International Airport of its present transit and international operations and block any future requests to use the air facilities here for those purposes.

Based on these very serious objections I have, I can in no way accept the work in the Master Plan until a fundamental and far-reaching redefinition of the airport's role corrects these crippling deficiencies.

Sincerely,

JOHN A. CARLSON
Borough Mayor

JAC/sek

cc: Governor Hammond
Lieutenant Governor Miller
Transit Commissioner Robert Ward
Interior Legislative Delegation

September 26, 1980

Larry Soden
State of Alaska Department
of Transportation and Public Facilities
600 University Avenue
Fairbanks AK 99701

Dear Larry:

I appreciate the time you and Jerry Rafson took for our discussion of our concerns regarding the development to date of the master plan for the Fairbanks International Airport.

As you both noted from the course of the discussions, all of us-- Senator Fahrenkamp, Mayor Wood, Bill Green, and myself--are adamant that the definition of service area for the airport is hopelessly inadequate and dangerously incorrect. We are pleased that you concur and will revise the airport's service area to include Interior Alaska, in addition to the borough, as well as specifically addressing its growth potential for trans-polar and other international flights.

We are also pleased you believe that a master plan should be viewed as a flexible document which responds to changing conditions. We would point out, however, that in times past planning documents of this sort have been treated as rigid marching orders, attempting to force conditions to comply with their provisions rather than the contrary. Consequently, we would urge you to emphasize repeatedly the need for flexible responsiveness as you put together the final draft and to underscore that infrastructural improvements at the airport are tied to need, not to hypothetical dates such as 1995 or 2000.

I think that we possibly had some difficulty communicating to you our point that facilities should anticipate needs, rather than attempt to play catch up after the need occurs and goes unmet. In fact, as far as international airport operations are concerned,

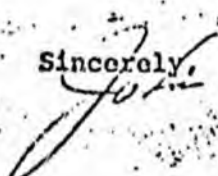
LETTER to Larry Soden
September 26, 1980
PAGE TWO

many potential uses will never materialize if the facilities are not already in place to handle them, or at least under construction. The flights will simply go elsewhere on long-term commitments.

Also, we hope that you will give careful consideration to our contention that growth demand for international air traffic during the 1980s and 1990s is likely to increase in sharp increments rather than in a smooth upward curve. An example of this would be the recent jet fuel shortage on the U.S. West Coast, which resulted in sudden, increased, demands for jet fuel in Alaska, and in particular from the North Pole refinery locally.

As the consultant works toward a final draft and incorporates the points we have raised, we would also feel more assured if greater attention could be given to the airport's role--present and potential--in trans-polar and other international air traffic routes, rather than being treated in semi-isolation. Finally, we would also like to see for comparative purposes what percentage of flights, fuel use, passengers, freight transfer, etc., is attributable to international and transit flights at other airports, such as Seattle-Tacoma, Anchorage, Chicago, etc. Above all, we would like to reaffirm the understanding from our meeting on September 16 of our review of the final draft before its publication.

I was encouraged by your willingness to address our concerns, and we all look forward to working with you and Jerry as these issues are embodied in a refined master plan draft. In view of the great importance this area places on the airport as our window to the world, I can assure you that we will give airport development our highest priority and attention.

Sincerely,


JOHN A. CARLSON
Borough Mayor

JAC/sek

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fairbanks north star borough

p.o. box 1267 · 520 flfth ave. — fairbanks, alaska 99707 907-452-4761



January 14, 1981

Heinrich Springer, Director
Division of Planning and Programming
Interior/Western Region
Department of Transportation and
Public Works
University Plaza-West, Suite D
600 University Avenue
Fairbanks, AK 99701

Dear Mr. Springer:

As many others in the Fairbanks area, the Borough Economic Commission has been seriously concerned by the limited scope and approach of the first draft of the master plan which was released last summer. We feel, however, that the second draft has more closely addressed these concerns by its close attention to the role of international cargo and passenger flights in the development of the airport, as well as dealing with community and regional transportation requirements.

The Commission has identified the development and operation of the airport as one of its main priorities, and it has devoted considerable time in reviewing the master plan drafts and discussing the issue. As a result of our review, we strongly recommend the following:

1. The \$101 million capital improvement program identified in the second draft be accelerated from its twenty year time-table, and the State Legislature be requested to appropriate the full amount during the 1981 session. The receipt of these funds will allow for the development of a rapid and coherent capital program to correct deficiencies in existing facilities and to construct necessary new ones in a timely manner.
2. As the consultants prepare the final version of the master plan, they incorporate provisions for the construction of a new airport terminal further south towards the Tanana River, or across the river, given the importance of a developing tourism industry to Interior and Northern Alaska. Funding should be requested from the Legislature by no later than the 1982 session to undertake the detailed examination of the feasibility of these actions.


We further recommend that the master plan examine in greater depth the technical and social dimensions of noise abatement.

3. In no manner should the final master plan be viewed as a document controlling or determining the scope or the pace of airport development regardless of existing or potential air transportation needs. The master plan should be used at all times as a flexible instrument allowing the State to respond satisfactorily to the evolution of existing local, statewide, and international air requirements and to anticipate sufficiently in advance the development of new ones.
4. Likewise, the master plan should not be viewed in itself as a final or completed document, but as one always available for revision as new circumstances or emerging new technologies warrant. If fundamental changes in air transportation patterns change--such as have occurred recently--then the State should be ready to prepare a new airport master plan to meet those needs.

The Commission would like to reemphasize the importance it attaches to the satisfactory development of the Fairbanks International Airport as one of the fundamental economic bases linking Fairbanks and Interior Alaska with the rest of the state and the rest of the world. Our sensitivity to this issue is all the greater as a result of the grievous neglect which this facility has received in past years.

We are encouraged by the most recent draft of the new master plan. We hope that it heralds a new attitude and ultimately a new commitment to the adequate support and development of this basic transportation facility.

Sincerely,



Moira Nutter, Chairman
Economic Development Commission
Fairbanks North Star Borough

/ms

cc: Governor Hammond
Lt. Governor Miller
Commissioner Ward
Senator Bettye Fahrenkamp
Larry Soden, DOT

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AS A UNIT IN THE ORIGINAL DOCUMENT**

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 907-465-3763
RESOURCES COMMITTEE
907-465-3834
HOME 907-789-9182

M E M O R A N D U M

TO: Senator Bill Ray
Chairman, Transportation Committee

FROM: Senator Bettye Fahrenkamp *Bettye*

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/PP 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/PP 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 assured.

| | | |
|---|---------------------|-----------|
| 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

p.o. box 1267 220 11th ave. fairbanks alaska 99701 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,

Gaye J. Patrick
Gaye J. Patrick
Borough Clerk

CJP: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

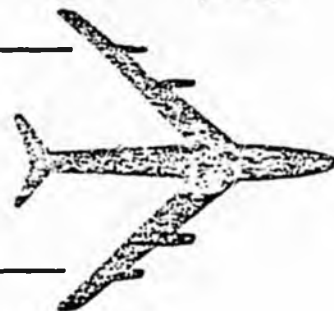
ATTEST:



Clerk of the Assembly

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
Page Two

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

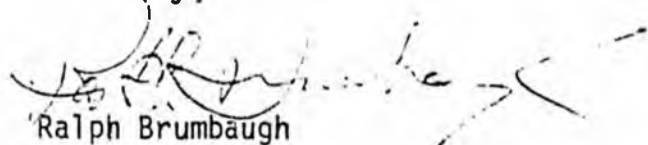
The AOC has not evaluated the Draft Master Plan in detail as it applies to the east ramp area. We hope to have some east ramp operators supply either verbal testimony at hearings or written comments directly to DOT/PF.

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 ANGSTS, 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:

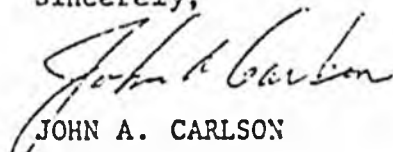
Ben Harding, Policy Coordinator--Overall Borough approach and direction to airport development issues.

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

72 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 19 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

907 452 1105 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 2 #6

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

FFBRUARY 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. McConnell. 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.

**PLEASE NOTE: THE PRECEDING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT.**

S

B

37

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 907-465-3763
RESOURCES COMMITTEE
907-465-3834
HOME 907-789-9182

M E M O R A N D U M

TO: Senator Bill Ray, Chairman
Senate Transportation Committee

FROM: Senator Bettye Fahrenkamp *Bettye*

RE: SB 37

DATE: March 5, 1981

In 1979, SB 202 and 203 were passed by the legislature. They authorized the sale of additional international airport revenue bonds in the amount of \$8.5 million and construction of improvements at the Fairbanks International Airport. This legislation was needed because sufficient funds for required improvements at the airport were not available through the International Airport Revenue Fund (IARF).

Since then, two things have occurred.

- 1) Due to design and construction time constraints, the total monies appropriated were not spent in one or two years. At the same time, the bond market was not favorable for the sale of bonds. Monies for the airport improvements were borrowed from other sources within DOT.
- 2) The IARF balance has grown. Funds are now available in the IARF to cover the full \$3.5 million appropriation.

Because no bonds have been sold from the additional bond sale authorized in SB 203 and because funds are available in IARF, SB 37 was submitted to allow a direct appropriation from the IARF to cover the cost of capital construction which has and will occur at Fairbanks International Airport.

It was recently brought to our attention by DOT/PF that SB 37 alone was not sufficient to complete the process. They will have the additional bill required drafted and brought to the committee as part of their testimony.

S

B

40

MEMORANDUM


State of Alaska

TO R. D. Shumway, P.E.
Deputy Commissioner
Design & Construction
DOT/PF

DATE: January 15, 1981

FILE NO: 242-2519

TELEPHONE NO: 364-2121 Ext. 111

FROM Charles S. Matlock 
Director, Highway
Design & Construction
DOT/PF

SUBJECT: Senate Bill No. 40
Local Service Roads and
Trails Act Revision

Senate Bill No. 40 coincides with the Attorney General's opinion 11/25/80 and agreed to by DOT/PF 11/28/80. (Copies attached.)

Please note minor changes in the wording which do not change the meaning.

Section 4 added. We concur.

Attachment



MEMORANDUM

State of Alaska ^{V E D}
HIGHWAY DESIGN & CONSTRUCTION

TO: Jack McGee
Assistant Attorney General
Transportation Section
Department of Law

DATE: November 28, 1980

FILE NO: 200H-251 DIRECTOR'S OFFICE

FROM: Jonathan W. Scribner ^{11/28/80}
Assistant Deputy Commissioner
Design & Construction
Department of Transportation
and Public Facilities

TELEPHONE NO:

SUBJECT: ISR&T
Legislation

The draft Local Service Roads & Trails Legislation you sent to us for review on November 25, adequately addresses our needs.

Thank you for a job well done.

cc: R. D. Shumway
Dennis Dooley, w/cc of McGee's memo & draft
✓ Charles S. Matlock, w/cc of McGee's memo & draft

JWS/sh

MEMORANDUM

State of Alaska

TO: Jon Scribner *JS* 11/26/80
Deputy Commissioner
DOT/PF

DATE: November 25, 1980

FILE NO: J77-041-81

TELEPHONE NO: 465-3603

FROM: Jack McGee, Supervising Attorney *JM*
Assistant Attorney General
Transportation Section
Department of Law - Juneau

SUBJECT: Local Service Roads
& Trails Legislation

Attached is a draft of the local service roads and trails legislation requested by DOT/PF. DOT/PF originally suggested five separate changes. The relationship between these suggested changes and the draft bill is as follows:

- a) DOT/PF's suggested section (1) is incorporated into section (1) of the draft bill;
- b) DOT/PF's suggested sections (2) and (3) are incorporated into section (2) of the draft bill; and
- c) DOT/PF's suggested section (4) is incorporated into section (3) of the draft bill.



There are some difficulties with DOT/PF's suggested section (5). The suggested section (5) would repeal AS 19.30.221(c). However, AS 19.30.221(c) merely states that the five year spending limitation set out in AS 19.30.221(b) is applicable to AS 19.30.151(b) funds, i.e., local service roads and trails funds transferred to a local government. (AS 19.30.221(b) puts a five year spending limitation on funds allocated for local service roads and trails.) Were AS 19.30.221(c) to be repealed, it would be unclear whether the five-year period applies only to allocated local service roads and trails funds and not to these funds after they have been transferred to a local government. Accordingly, it would not seem to be advisable to repeal AS 19.30.221(c).

A brief explanation of each of the three sections of the draft bill is as follows:

Section 1: This amendment requires local governments with road powers as well as those without road powers to use their own funds to pay for the acquisition of rights of way for local service roads and trails.

Prior to this amendment, only local governments with road powers were required to pay for rights of way out of their own funds. Right of way costs for local governments without road powers were to be charged to the local road project allocation.

Section 2: This statutory change requires local governments without road powers to enter into an agreement with DOT/PF for the construction of a specific local road project.

Prior to the change, it was unclear whether local governments without road powers could perform the project work themselves, or whether they were required to have DOT/PF do the work.

Section 3: This amendment permits a local government to request DOT/PF to discontinue maintenance of a project that was maintained by DOT/PF as of January 1, 1980.

Prior to this amendment, it was unclear whether a local government could take over maintenance of a road that was maintained by DOT/PF as of January 1, 1980.

If you have any questions or comments concerning this bill, please contact me. I would like to have the final draft form of the bill in Art Peterson's office by December 1.

JM/bt
Attachment

S

B

58

COPY DANKWORTH

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:

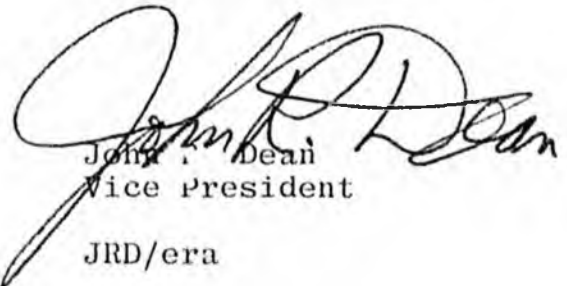
I would like to take this opportunity to thank you and the other members of the committee for your genuine interest of the problems facing transportation of sand and gravel in the State of Alaska. As I testified before your committee, the double standards that we must satisfy are impossible to comply 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

SB 58



M-B CONTRACTING CO., INC.

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

January 28, 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





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

January 26, 1981

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 we ighted, 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

Page II

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 occassion 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

January 26, 1981

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

Page V

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.

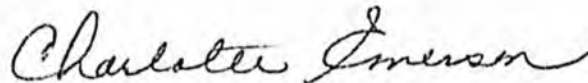
The personnel that is being used for enforcement I feel has allot to do with the problems. It's a out to get you thing and somewhere this has to be started and I hope now Stopped.

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

For Permit Office Use Only
Permit Office WCK
Date Rec'd 1/13/81
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 HS3 ATC No. B312
Make & Model: Truck Kenworth Trailer Loadkin
Load 16 w/ Blade Make & Model D-50 cat

Dates of Move Jan 13
Time of Move daylight hrs only except pen stamp
Exact Origin Coakley-Glenn Highway Exact Destination 100 mi. N. of Lake Otis
Via Highways Glenn Highway, Muldrow, Tirdo, Lake Otis, Dewitt

VEHICLE WEIGHTS

NO MOVEMENT IF VISION IS OBSCURED BY INCLEMENT WEATHER ORIGINAL PERMIT MUST BE OBTAINED IN ABOVE VEHICLE DURING MOVE.
(X' in axles by groups)
Actual Weights 10,000 42,000 47,000 10,000
Tire Width (in.) 10 10 10
Tire Loading (No./in.) 300 350 391
Actual Combined Vehicle Weight 99,000 Legal Combined Vehicle Weight 94,800
(Circle all values that are overweight)

VEHICLE SIZE

Overall Height: 10' 0" Overall Width: 12' Overall Length: 75'
Overhangs: 11' 0" Rear 11' Semi Trlr. Length: 56'
Over Height: 10' 0" Over Width: 11' Over Length: 110'

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)

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

Signed Colleen Johnson Title Employee Date 1-13-81

Approval: 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 JUNIATA Date 1/13/81

STATE OF ALASKA
PLAINTIFF
THIRD JUDICIAL DISTRICT } SS No. G 032023
CHIEF CLERK

OF ALASKA
IN THE DISTRICT COURT OF ANCHORAGE
THE UNDERSIGNED, BEING DULY SWORN, UPON HIS OATH DEPOSES AND SAYS:

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

NAME DEFL. VIT. MCGARRIMAN JAMES T

STREET 701 1/2 KLEVIN ST S 2

CITY STATE ANCHORAGE, AK PHONE 335-3101

AGE 25 DATE 8-5-55 HAIR WIL SEX M HT 65 WT 165

DMV LIC NO AK JL 478 710 / S. N 574-52-0774

DRIVER AD 7262117 / 3073710 STATE AK / AK IN 73/84

HAIR RW / BLACK STYLE T / 2 / 13 CHIR 514 / 11 / 11

UPON A PUBLIC HIGHWAY, NAMELY AT (LOCATION) Glenn Hwy 1/2 Scales

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.

In violation of Sec. 17 AAC 25.06(a)(2)
OVERWEIGHT (Front Axle Group 3)
Tires
46000 LBS ACTUAL
42000 LBS LEGAL
7050 LBS CURVE

Reasons B. JURY BAIL

State Statute State Traffic Regulations Parking Violation

Local Ordinance in such case made and provided Through Ordinance

CAUSED PERSON TO DIE? Pedestrian Driver JUST PASSED ADJACENT

TYPE ACCIDENT: Ped (Vehicle Fixed Object Right Angle Head on Sidewipe Rear end Ran off Roadway Intersection

ROAD TYPE: Business Industrial School Residential Rural

ROADWAY TYPE: 2 lane 3 lane 4 lane 4 lane divided

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

DATE OF DEPOSITION: 5/11/81 TIME 11:00 AM AT ... M

DEPOSED BY: W. H. ... (Name and title) (Ident No.) 6802

G 032023



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. Th's 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

CATEGORY:

TRANSPORTATION

AGENCY:

PUBLIC SAFETY

PROGRAM:

HIGHWAY AND AVIATION - MAINTENANCE AND OPERATIONS

BRU (s):

BUREAU OF VEHICLE ENFORCEMENT

The goals of the Bureau of Vehicle Enforcement BRU are to prevent damage to the State highway system from overloaded vehicles and to protect the motoring public from operation of unsafe commercial vehicles. Achievement of these goals also allows the motoring public to have safe roads and prevent unnecessary repairs to their own vehicles. The major enforcement tools are the operation of 10 weigh stations and several portable scales. Commercial vehicles are inspected for safety, size, and load limitations at these weigh stations or at other locations with portable scales. The ten permanent weigh stations are located at Haines, Soldotna, Tok, Valdez, Potter, Ester, two at Mile 11 on Glenn Highway, and two at Mile 4.5 on the Richardson Highway. This BRU also issues oversize and overweight permits, at a minimum fee, for those carriers who must transport large objects or heavy pay loads. Through this permit system, the Bureau of Vehicle Enforcement can direct this commercial traffic and assure safety considerations so that the motoring public is not needlessly endangered or inconvenienced. It should be noted that receipt of federal highway funds is dependent upon operation of this program.

In FY 81, a grant was received from the federal government which allowed the Department to hire and train 30 individuals to work in scale houses in Anchorage, Haines, Tok, Valdez, and Fairbanks. Scales on major highways are now open 24 hours a day, seven days a week. Accurate measurement of this program will determine if damage to our highways can be reduced through a consistent prevention and enforcement program.

The Governor's FY 82 recommendation includes staffing for the new weigh station to be constructed at Fox, north of Fairbanks. This will provide additional enforcement for traffic utilizing the North Slope Haul Road.

Phone Contact for more information:

Colonel T.R. Anderson 269-5511

| SERVICE MEASURES | FY 80 | | FY 81 | FY 82 | |
|--|--------|--------|--------|--------------|--------|
| | Plan | Actual | Plan | Continuation | Total |
| Number of trucks weighed | 31,200 | 28,241 | 40,000 | 40,000 | 40,000 |
| Number of motor carrier safety inspections | 850 | 1,526 | 2,000 | 2,000 | 2,000 |
| Issuance of oversize/overweight permits | N/A | 20,734 | 25,000 | 25,000 | 25,000 |
| Increase the number of trucks weighed | 40,000 | 28,120 | 56,000 | 62,700 | 66,000 |
| Increase the number of Motor Carrier Safety Inspections | 2,000 | 3,369 | 5,000 | 4,750 | 5,000 |
| Increase the number of oversize-overweight permits issued. | 25,000 | 18,312 | 20,000 | 23,480 | 24,720 |

STATE OF ALASKA -- BUDGET UNIT SUMMARY

11:17

1/05/81

CATEGORY: TRANSPORTATION
 AGENCY: DEPARTMENT OF PUBLIC SAFETY

BRU(S): HIGHWAY & AVIATION M & O

| COMPONENT DESCRIPTION | 80 AUTH | 80 FINAL | 80 ACT | 81 AUTH | 81 SUPL | 81 RP | GOVERNOR |
|------------------------------------|---------|----------|--------|---------|---------|-------|----------|
| BUREAU OF VEHICLE ENFORCEMENT | 972.5 | 1043.1 | 913.8 | 1020.7 | | | 1271.7 |
| ** TOTAL | 972.5 | 1043.1 | 913.8 | 1020.7 | | | 1271.7 |
| ** CHANGE VERSUS 81 AUTH | | | | | | | 24.5% |
| OBJECT DESCRIPTION | | | | | | | |
| PERS. SERV. | 809.8 | 880.4 | 794.4 | 839.6 | | | 1074.4 |
| TRAVEL | 20.0 | 20.0 | 8.5 | 20.0 | | | 22.4 |
| CONTRACTUAL | 112.3 | 112.3 | 92.9 | 129.4 | | | 144.8 |
| COMMODITIES | 22.1 | 22.1 | 6.1 | 22.1 | | | 24.1 |
| EQUIPMENT | | | 3.6 | | | | 6.0 |
| LANDS/BLDGS | 8.3 | 8.3 | 8.3 | 9.6 | | | |
| FUNDING SOURCE | | | | | | | |
| GENERAL FUND | 553.5 | 624.1 | 618.2 | 582.8 | | | 1271.7 |
| PGM RECEIPTS | 419.0 | 419.0 | 295.6 | 437.9 | | | |
| ** GENERAL FUND CHANGE VS. 81 AUTH | | | | | | | 118.2% |
| POSITIONS | | | | | | | |
| FULL-TIME | 22.0 | 22.0 | 22.0 | 22.0 | | | 27.0 |
| PART-TIME | 3.0 | 3.0 | 3.0 | 7.0 | | | 7.0 |
| TEMPORARY | 9.0 | 9.0 | 9.0 | 5.0 | | | 5.0 |
| STAFF MONTHS | 341.5 | 341.5 | 341.5 | 327.8 | | | 387.8 |

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ALASKA
STATE LEGISLATURE

May 20, 1981

MEMORANDUM

TO: Senator Bill Ray, Chairman
Transportation Committee

FROM: Senator Mike Colletta

Mike Colletta

SUBJ: Whittier Access/Portage Road (SB 122, HB 535)

Please find attached for your information a petition in support of SB 122 and HB 535. I would like to request your consideration to speedy hearing on this issue.

Thank you.

WHITTIER, ALASKA 99693
BOX 727
(907) 472 2350

MAY 15 P.M.

TO WHOM IT MAY CONCERN:

FROM KAY SHEPHERD, CITIZEN

The enclosed petition portrays the feeling of most of the residents of Whittier concerning the access road from Portage Glacier Lodge to Bear Valley. The number of voters at any election in Whittier ranges from about 85 to 90.

Whittier would certainly benefit from this improved access but, beyond that fact, Anchorage and a great part of interior Alaska could have better advantage of the extensive recreation area of beautiful Prince William Sound.

The new addition to the small boat harbor, for which there is a long waiting list, and the great interest in the potential harbor for Shot Gun Cove indicate the intense interest that Alaskans have in Prince William Sound, the finest recreation spot in the State of Alaska.

Thank you for giving sincere attention to this petition from Whittier and if it is possible to move SB 122 and HB 535 through the committees and to the respective floors for vote, it our desire that you do so.

Again, thank you.

A handwritten signature in cursive script that reads "Kay Shepherd". The signature is written in dark ink and is positioned below the typed text of the letter.

WE, THE UNDERSIGNED, BEING RESIDENTS OF THE CITY OF WHITTIER, ALASKA, ARE IN FAVOR OF A ROAD BEING BUILT FROM PORTAGE TO BEAR VALLEY IN ORDER TO DECREASE THE EXPENSE AND TRAVEL TIME AND TO INCREASE ACCESS TO WHITTIER.

| DATE | SIGNATURE | PRINTED NAME | ADDRESS |
|-------------|----------------------|----------------------|-----------------------------|
| May 3, 1981 | Judith M. Youngquist | Judith M. Youngquist | Box 741 Whittier, Ak 99693 |
| 5-3-81 | John A. Johnson | JOHN A. JOHNSON | Box 722 Whittier Ak 99693 |
| 5/3/81 | Joseph B. Johnson | JOSEPH B. JOHNSON | Box 687 Whittier Ak 99693 |
| 5/3/81 | Michael Livingston | Michael Livingston | Box 692 Apt 512 Whittier |
| 5/3/81 | Darlene Morton | DARLENE MORTON | Box 673 Apt 512 Whittier |
| 5/3/81 | Betty S. Chance | Betty S. Chance | Box 651 Whittier, Ak. 99693 |
| 5/3/81 | Howley E. Lewis | Howley E. Lewis | Box 633 Whittier Ak 99693 |
| 5/3/81 | Michelle E. Lewis | Michelle E. Lewis | Box 633 Whittier Ak 99693 |
| 5/3/81 | JANE D STRAU | JANE D STRAU | Box 662 Whittier Ak |
| 5/3/81 | Randall G. Hartman | Randall G. Hartman | Box 615 Whittier Ak |
| 5/3/81 | Robert L. Wainman | ROBERT L. WAINMAN | PO Box 721 Whittier Ak |
| 5-3-81 | Leon Butler | LEON BUTLER | PO Box 615 |
| 5/3/81 | Carol Teagle | CAROL TEAGLE | Box 606 Whittier Ak |
| 5/3/81 | Margie Luvander | MARGIE LUVANDER | Box 622 Whittier Ak |
| 5/3/81 | Gerald A. Protzman | GERALD A. PROTZMAN | Box 668 Whittier Ak 99693 |
| 5/3/81 | Gloria A. Protzman | GLORIA A. PROTZMAN | Box 669 Whittier Ak |
| 5/3/81 | Mrs. Marcia Paulson | MARCIA PAULSON | Box 194 Whittier |
| 5/3/81 | Alta A. Bishop | ALTA A. BISHOP | Box 707 Whittier Ak 99693 |
| 5/3/81 | Roseanne E. Knight | ROSEANNE E. KNIGHT | Box 658 Whittier Ak |
| 5-3-81 | Lori Simmonds | LORI SIMMONDS | Whittier Box 683 |
| 5/3/81 | Doris V. Bender | DORIS V. BENDER | Box 711 Whittier |
| 5/3/81 | Roscoe Harrell | ROSCOE HARRELL | Apt 1403 BEGICH TOWN |
| 5/3/81 | Amanda Hale | AMANDA HALE | # 705 Whittier Ak. |
| 5/3/81 | Tam Hale | TAM HALE | # 705 WHITTIER AK |
| 5-3-81 | Kay Shepherd | KAY SHEPHERD | Apt 1413 Whittier Ak |
| 5/3/81 | Robin A. Gentry | ROBIN A. GENTRY | Apt 712 Whittier Ak |
| 5/3/81 | Daniel M. Holquist | DANIEL M. HOLQUIST | Box 121 Whittier Ak 99693 |
| 5/4/81 | Robert L. Colby | ROBERT L. COLBY | Box 681 Whittier Ak |
| 5/3/81 | _____ | _____ | _____ |

- 36. William J. Lopez WILLIAM J. LOPEZ Box 644 Whittier, AK 99693
- 37. Elsie S. Yeagle ELSIE S. YEAGLE Box 653 Whittier AK 99693
- 38. John J. Labowe JOHN LABOWE 903 Bejask Terrace Whittier
- +51 39. Jerry L. Lewis JERRY L. LEWIS PO Box 639 Whittier AK 99693
- 40. Gene Alvarez GENE ALVAREZ Box 693 Whittier AK 99693
- 41. Charles R. Hutchinson Charles R. Hutchinson P.O. Box 711 Whittier AK 99693
- 42. Sharon T. Miles Sharon T. Miles Box 662 Whittier AK 99693
- 43. Steve Hartman Steve Hartman Box 675 Whittier AK 99693
- 44. Merilyn Helvoet Merilyn Helvoet Box 621 Whittier AK
- 45. Harold Bishop Harold Bishop Box 707 Whittier AK 99693
- 46. Darlene L. Deyn Darlene L. Deyn Box 734 Whittier AK 99693
- 47. Apryle Wooden Apryle Wooden Box 681 Whittier AK 99693
- 48. Bernadine Zeigler Bernadine Zeigler Box 686 Whittier AK 99693
- 49. Kenneth Barker KENNETH BARKER Box 607 Whittier AK 99693
- 50. Chas F. Walker Chas F Walker Box 674 Whittier AK 99693
- 51. David Clemens DAVID CLEMENS Box 645 Whittier AK 99693
- +51 52. Mary Clemens MARY CLEMENS Box 645 Whittier AK 99693
- +51 53. Robert M. Wheelright ROBERT M. WHEELRIGHT Box 677 Whittier AK 99693
- +51 54. Geraldine L. Wheelright Geraldine L. Wheelright Box 677 Whittier AK 99693
- +51 55. Phyllis M. Winton Phyllis M. Winton Box 677 Whittier AK 99693
- 56. Pita S. Lopez Pita S. Lopez Box 644 Whittier AK 99693
- 57. Willie J. Roberts Willie J. Roberts Apt-321 B.T. Whittier AK
- 58. Florence K. Pawhouser Florence K. Pawhouser Bay 3, Apt. 12 Whittier, Alaska
- 59. Stacey A. Smith Stacey A. Smith Apt. 1009 BTI Whittier, AK 99693
- 60. Dennis P. Hutchinson Dennis P. Hutchinson Apt. 712 BTI Whittier AK 99693
- 61. Jeanne D. Heffin JEANNE D. HEFFIN Apt. 712 BTI Whittier AK 99693
- 62. Jack D. Colman JACK D COLMAN Apt 707 BTI Whittier
- 63. Barbara J. Colman Barbara J. Colman Apt 707 BTI Whittier
- 64. Jeffrey A. Jackman Jeffrey A. Jackman Box 685 Whittier AK 99693
- 65. Vicki L. Hartman Vicki L. Hartman Box 675 Whittier AK 99693
- 66. Irma R. Knight IRMA R. Knight Box 698 Whittier AK 99693

67. ~~Timothy Key~~ Timothy (L) Key P.O. Box 735 Apt 1104

68. ~~Linda Key~~ Linda Key P.O. Box 735 Winter AK 99693

69. ~~Linda D. Harker~~ Linda D Harker P.O. Box 671 Winter AK 99693

70. ~~Peggy A Gallacher~~ Peggy Gallacher Box 669 Winter AK 99693

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135

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

February 9, 1982

SUBJECT: Haul Road
(CSSB 135 (Transportation))

TO: Senator Bill Ray, Chairman
Senate Transportation Committee

FROM: Thomas A. Sofo *TAS*
Legislative Counsel

The attached memos are, of course, a much more concise explanation of CSSB 135. We were only prepared to discuss SB 135 since the staff had represented that the original bill was all that was to be taken up. If you will allow me to, I would like to copy Senator Bennett with these memoranda.

TAB:ljb

Enclosures

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

April 16, 1981

SUBJECT: Haul Road
(CSSB 135)

TO: Senator Bill Ray, Chairman
Senate Transportation Committee

FROM: Thomas A. Sofo, ^{TS}
Legislative Counsel

Since the attached draft of CSSB 135 (Transportation) may be confusing to others who have not dealt with the bill, I am offering this memo to assist you in explaining the impact of the legislation in its present form.

Sec. 1 of the bill is merely a historical note. It does not include the statement that SCSHB 207 am S (H. failed eff. date), Eleventh Legislature, Second Session, in fact became Chapter 177, SLA 1980.

Sec. 2 of the bill is a repeal and reenactment of AS 19.-40.100. The only change in the text of AS 19.40.100 compared to the present is the substitution of the word "traffic" for "travel" on line 25 of page 1.

Secs. 3 - 5 are merely repealing and reenacting verbatim the present law.

Secs. 6 - 7 make substantive changes in the present law, as indicated in the draft. Sec. 7 does not include AS 16.05.-789(b) since the provision contained in subsection (b) concerning misdemeanor penalties for violations of that statute was not amended in the request which we received. It would be inappropriate to include text to AS 16.05.789(b) in Sec. 7, since Sec. 7 is prefaced by the phrase "is amended to read:" and subsection (b) is not the subject of any amendment.

Senator Bill Ray
Page 2
April 16, 1981

Sec. 8 of the bill is self-explanatory.

Sec. 9 of the bill is merely a vestige of our attempt to take into account the uncertain status of the bill from last session at the time this bill was originally drafted.

Sec. 10 of the bill is self-explanatory.

If I can be of any further assistance to you on this matter, please do not hesitate to contact me.

TAS:ljb

Enclosure

- FILE WITH BILL -

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

April 13, 1981

SUBJECT: Operation and use of haul road
(CSSB 135)

TO: Senator Bill Ray, Chairman
Senate Transportation Committee

FROM: Thomas A. Sofo *AS*
Legislative Counsel

This office recently received a request for a committee substitute for SB 135 concerning the operation and use of the haul road. SB 135 was originally drafted at the time litigation was pending concerning SCSHB 207 am S (H. failed eff. date). Sec. 1 of SB 135 reflects the decision by this office as to the treatment to be accorded the bill from last session. Although certain changes were requested in the substantive law that was the subject of the earlier bill, it was felt that the appropriate mechanism to achieve the desired result involved enacting the substance of the bill from the last session (as was done in Secs. 2 - 7 of SB 135) and then making any amendments which were desired by the present legislature (Secs. 8 - 10). Sec. 11 of SB 135 keyed the effective date of the new act to be retroactive to the point in time at which the former bill (SCSHB 297 am S) was to be effective.

Since the original assignment to draft the bill for this session, the litigation on the haul road bill from last year has been concluded. Without going into all the details, the result is that Secs. 2 - 7 of SB 135 have in fact become law as Chapter 177, SLA 1980. The subject area should be reviewed with this in mind. If you still desire to delete what is now Sec. 7 of SB 135, it would involve the repeal of AS 19.-40.210. This had appeared as AS 19.40.200(b) in the former bill, but was renumbered as a separate section by the revisor when it was incorporated into our statutes last year. SB 135 should be reviewed so that this office can receive an instruction as to what further changes need to be made in

Senator Bill Ray
Page 2
April 13, 1981

light of the enactment of Chapter 177, SLA 1980. My assumption from reading notes which accompanied the present request for the committee substitute is that the committee desires to amend AS 19.40.210 as it presently appears in Sec. 9 of SB 135. Additionally, I assume the committee is interested in making the amendments contained in Sec. 8 of the bill (AS 16.05.789(a)), since that contains new subject matter not previously included in the bill from last session. I also understand that it is your desire to add a further subsection to AS 16.05.789 making a violation of that statute a misdemeanor.

Please contact me if any of the above assumptions are incorrect or if further explanation is necessary to explain the present status of this legislation.

TAS:ljb

Enclosure



LAWS OF ALASKA

1980

Source

Chapter No.

SCSHB 207 am S (H. failed eff. date)

177

AN ACT

Relating to state responsibility for the highway between the Yukon River and the Arctic Ocean, and to state management and control of resources affected by the highway between the Yukon River and the Arctic Ocean.

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

THE ACT FOLLOWS ON PAGE 1, LINE 12

Note: Returned by Governor to House with message asserting bill was not properly adopted.
Actual Effective Date: October 5, 1980