

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990

8672

6201 HOUSE TRANSPORTATION

605

PETRO STAR INC.

Telephone (907) 488-0730
Teletypewriter (907) 488-9057
TELEX 36-686

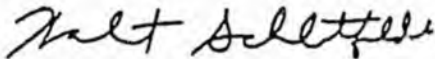
P.O. Box 56239
North Pole, Alaska 99705

Department of Revenue
Page 2
July 27, 1989

Although your proposed regulations would not require the dealer to obtain an annual certificate of use unless the tank location is changed or if the intended use of the fuel is changed, I still believe that fuel sold to heat commercial buildings or facilities should be exempt from the requirement and that certificates of use should only be necessary for the commercial customers who the dealer suspects are using the fuel for a taxable purpose.

I would encourage you to eliminate any requirements of certificate of use for fuel sold to heat commercial buildings or facilities.

Sincerely,



Walt Schlotfeldt
President

PETRO STAR INC.

Telephone (907) 486-0730
Telex (907) 486-8257
TELEX 35-586

P.O. Box 56233
North Pole, Alaska 99705
Walt Schlotfeldt
President

January 23, 1990

Mr. Bert M. Sharp
Alaska State Legislature
P.O. Box V (MS3100)
Juneau, Alaska 99811

Dear Representative Sharp:

I neglected to tell you that, in addition to obtaining certificates of use for commercial heating fuel, we must report the names of our commercial heating fuel accounts once a year. I do not like having to do this for proprietary reasons, as well as the waste of time of our staff.

I hope this continues to help identify the problems.

Sincerely,

Walt Schlotfeldt

WPS:pm
W.00123-1

JANUARY 1990

TO ALL QUALIFIED DEALERS.

JUST A REMINDER - PLEASE INCLUDE A LIST OF ALL YOUR COMMERCIAL HEATING FUEL ACCOUNTS WITH YOUR MOTOR FUEL TAX RETURN FOR THE MONTH OF DECEMBER 1989. THANK YOU.

THE FOLLOWING QUALIFIED DEALERS HAVE BEEN REVOKED OR HAVE GONE OUT OF BUSINESS:

COLLINS OIL COMPANY
GALENA CONSTRUCTION COMPANY
NQI PETROLEUM
NORTH STAR FUEL AND PROPANE
PUGET SOUND TUG AND BARGE
Q TRUCKING COMPANY INC.
SOUND OIL COMPANY
TANANA PETROLEUM COMPANY
W.C.A. FUEL

THE FOLLOWING QUALIFIED DEALERS ARE NEW ADDITIONS TO THE LIST:

ALASKA AIRCRAFT LEASING
EGEGIK FUEL COMPANY
ELF TRADING
HARCROS CHEMICALS
KIZHUYAK OIL SALES INC.
NORTHERN PACIFIC TRANSPORT
OUR STORE INC.
PETRO LUB SERVICES
TOTEM OIL PRODUCTS

QUALIFIED DEALER LICENSES

<u>License Number</u>	<u>Company Name</u>	January 1990
89-205	Alaska Aircraft Leasing Inc.	
83-022	Alaska AeroFuel Inc.	
85-113	Alaska Fuel Products	
83-012	Alaska Fuel Services	
85-092	Alaska Mechanical Fuel Service	
83-002	Alaska Oil Sales, Inc.	
85-116	Alaska Petroleum	
84-071	Alaska West Express Inc.	
82-002	Anderes Oil Company	
85-112	ANICA, Inc.	
85-123	ARCO Alaska, Inc.	
89-201	Astra Oil Company Inc.	
83-068	Aurora North Fuel Sales	
87-165	Badger Fuel, Inc.	
86-140	Bethel Fuel Sales, Inc.	
84-085	Big State Logistics	
88-178	B.P. Exploration (Alaska) Inc.	
88-172	B.P. North America Petroleum	
89-192	Board of Trade dba Alaska Cab Garage	
89-188	Bristol Bay Contractors	
88-175	Bristol Bay Supply	
84-083	Campbell & Sons	
85-118	CEM Leasing, Inc.	
82-010	Chevron USA	
89-194	City of Aniak	
87-161	Clarendon Marketing, Inc.	
82-005	Columbus Distributors Co.	
89-191	Colville Environmental Services Inc.	
85-131	Dartts Fuel Service	
83-024	Delta Fuel, Inc.	
85-102	Delta Western (Western Pioneer, Inc.)	
82-003	Denali Fuel Company Inc.	
83-052	Douglas Oil Heat	
83-013	Doyles Fuel Service	
89-206	Egegik Fuel Company	
89-202	Eif Trading Inc.	
88-177	Eskimos Inc.	
83-053	Everts Air Fuel	
88-170	Express Fuels	
82-009	Exxon Corporation	
84-088	Fagerstrom Enterprises Inc.	
82-012	Fisher's Fuel Inc.	
88-176	H & H Contractors Inc.	
88-169	Haida Oil Products	
89-207	Harcros Chemicals Inc.	

NumberCompany Name

86-139	Haines Terminal and Highway Company
83-011	Harbor Enterprises Inc.
83-036	Harbor Fuel Company
85-089	Hawaiian Independent Refinery, Inc.
83-051	Hoffman Fuel Service
87-158	Hoonah Seafoods (Excursion Inlet Packing Co.)
85-094	Hoover's Movers
83-022	Ike's Fuel
87-104	Interior Fuels Company
83-025	Ireland Transfer & Storage Co.
86-151	Irish Trucking
85-105	Island Fuel, Inc.
87-165	Johnny's Fuel (Rodike, Inc.)
83-043	Jonsson Fuel Service
85-093	Kenai Airport Fuels, Inc.
89-209	Kiznuyak Oil Sales Inc.
82-015	Kodiak Oil Sales
86-137	Koyukuk Inc.
85-095	Kuparuk Fuel Sales Ltd.
89-197	Kwik Inc.
88-183	MG Refining & Marketing Inc.
83-017	Mapco Petroleum Inc.
83-015	Marathon Fuel Service
85-135	Max-Weld Co., Inc.
85-130	Metallgesellschaft Corporation
82-016	Mobil Oil Corp.
85-055	Mocdy's Oil Service
85-111	Mocdy's Sealightorage, Inc.
84-079	Nenana Standard Heating Services
85-121	Nome Native Community Ents.
89-189	Noncalton Native Fuel Service
83-025	Northern Air Cargo, Inc.
83-039	Northern Energy Corporation
89-203	Northern Pacific Transport Inc.
83-052	Northway Fuel
87-160	Novaks Fuel Distributors
88-179	Nunakuiak Yupik Corporation
86-142	Orca Oil Co., Inc.
89-210	Our Store Inc.
86-146	Pacific Alaska Fuel Services, Inc.
84-081	Pacific Fuel Trading Co.
89-204	Petro Lube Services
85-090	Petro Marine Services
89-198	Petro Marine Services - Ballyhoo
89-199	Petro Marine Services - Barge
89-200	Petro Marine Services - Nikiski
82-004	Petro Products, Inc.
83-021	Petro Star Fuel
85-134	Petro Star, Inc.

NumberCompany Name

86-147	Petrolane Gas Service, Inc.
86-145	PRI International, Inc.
89-196	Radiant Heating Fuel Service
83-041	Reeve Aleutian Airways
83-045	Reliable Transfer
85-110	Royal Fuel Company
84-086	Salcha Services
83-067	Saupe Enterprises, Inc.
89-193	Saurian Fuel Service Inc.
88-174	Seldovia Fuel Company
88-180	Seppala Enterprises
83-005	Service Oil & Gas, Inc.
83-047	Service Transfer
83-016	Shell Oil Company
89-190	Shoreside Petroleum (Harbor Fuel Svc.)
83-034	Sitka Fuels, Inc.
83-010	Sitka Sound Oil
82-013	Skagway Fuels
84-080	Smith Lighterage Co.
83-006	Snyder Mercantile Company
83-020	Sourdough Fuel
85-128	St. Michael Fuel Company
83-064	Star Heating Fuels
89-208	Star Products
86-155	Stratolift Inc.
83-007	Suburban Propane (Vangas Inc.)
88-172	Sunshine Oil
83-001	Taku Oil Sales, Inc.
88-168	Teller Commercial Company
85-101	Terminal Oil Sales, Inc.
82-001	Tesco Alaska Petroleum Company
83-038	Tesoro Refining, Marketing & Supply
85-115	Texaco Refining & Marketing, Inc.
83-033	Thompson Transfer Inc.
87-163	Totem Oil Products Supply, Inc.
85-117	Tucker Heating Fuel
83-043	Transworld Oil U.S.A. Inc.
88-186	Trident Seafords Corporation
83-032	Twister Creek Union 76
82-008	Union Oil Company of California
83-065	Valley Oil Company
89-195	Western Petroleum Company
82-007	Whittier Service Inc.
83-063	Hillner's Fuel
83-049	Woods Air Fuel
83-009	Wrangell Oil Heat Inc.
88-187	Yukon Fuel Inc.



Saupe Enterprises, Inc.
Jobber, Chevron U.S.A. Inc. Products
P.O. Box 510, Fairbanks, AK 99707 • Phone: 452-1238

RECEIVED

JUL 31 1989

DEPARTMENT OF REVENUE
STATE OF ALASKA, JUNEAU

Alaska Dept. of Revenue
Income & Excise Audit Div'n.
P.O. Box 5A
Juneau, Ak. 99811

July 29, 1989

Re: 15-AAC-40.030
(Your letter 7-13-89)

Sirs:

Thank you for the opportunity to respond to your notice of proposed change to eliminate the annual re-certification on heating fuels.

While your proposed change is better than the present rules, it doesn't go far enough. We believe there should be no required certification on heating fuels, except at the Seller's option. In more than 95% of the deliveries, it is obvious the customer and the storage are involved only in on-site heating use, and certification is both onerous and unnecessary. We should have the right and the ability, however, to demand certification in those few cases that we are not sure of the end-use, to protect ourselves.

Please revise your change to eliminate the requirement for certification, while still allowing for certification when necessary.

Thanks for soliciting our input!

Sincerely,

B. H. Saupe



ALASKA PETROLEUM

1948 Persinger Dr.
North Pole, AK 99705 - 5029

January 25, 1990

Representative Bert Sharp
P.O. Box V
Juneau, Alaska 99811

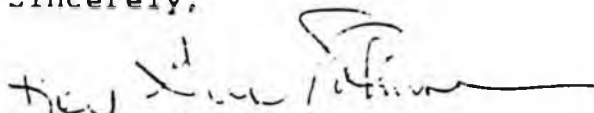
Dear Representative Sharp:

I am writing you to express my support of HB 183 which exempts fuel dealers from obtaining a certificate of use for fuel oil sold for heating purposes to commercial facilities.

It is my feeling that Dealers should be required to obtain certificates of use only if there is a doubt about the customers use. This would result in a reduction in audit time and paperwork and relieve the Dealers of the burden of collecting certificates for obvious heating uses.

Thank you for your consideration.

Sincerely,


Roy Gus Johnson
Owner

RGJ:lp



Nenana Heating Services, Inc.
Jobber, Chevron U.S.A. Inc. Products
Box 00315, Nenana, AK 99760 • Phone: 907 832 5445

REP. SHARP
JAN 22 1990
RECEIVED

January 19, 1990

Representative Bert Sharp
P.O. Box V
Juneau, AK 99811

Dear Representative Sharp:

I would like to say that we at Nenana Heating Services, Inc. fully support HB 183. This bill exempts fuel dealers from obtaining a certificate of use from commercial heat customers.

At this time the dealer must obtain a certificate of use for fuel sold to heat a commercial building. AS 43.40.010 (1) states that motor fuel tax need not be collected if a dealer has reasonable belief that at the time of the sale the fuel is not to be used for a taxable purpose.

Since heating fuel is exempt from the motor fuel tax, it should be exempt from the requirements of the certificate of use. Dealers should only be required to obtain a certificate of use if they have a doubt about the customers use of the fuel.

HB 183 would relieve the dealers of the burden of collecting certificates of use for those sales which are obviously untaxable, yet would preserve the use of the certificates for those sales which we feel could be potentially taxable.

Sincerely,

David Shaw
Vice President



Representative Bette Cato, Chair House Transportation Committee

DATE: April 24th 1990

PLACE: Room 17

SUBJECT OF MEETING:
 CSSB 366
 CSSB 180
 CSSJA 36
 SB 499

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
Steve Kettel	DOR	Box 54 Juneau	99811	232.0		<input checked="" type="radio"/> Y	<i>if necessary</i> N SB 180
Bill Glude	AEL	PO Box 22151 Juneau	99802	463-3366 →		<input checked="" type="radio"/> Y	N SB 366 SJR-36
						Y	N
						Y	N
						Y	N
						Y	N
						Y	N
						Y	N
						Y	N
						Y	N

S B

236

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99801
(907-445-3400)

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

SB 236

House Transportation 3/27/90

HOUSE COMMITTEE REPORT

(5)

Date Referred: March 15, 1990

FURTHER REFERRALS:

FINANCE

Date of Committee Action: 3/27/90

The TRANSPORTATION Committee considered:

SB 236

SENATE BILL NO. 236

REVENUE BONDS FOR COPPER RIVER HIGHWAY

"An Act approving the issuance of revenue bonds for construction and upgrade of the Copper River highway; and providing for an effective date."

RECOMMENDATIONS:

- [] be replaced with _____ [] the same title
[] a new title
- [] have attached amendment(s)
- [] do pass
- [] do not pass
- [] no recommendation
- [] individual recommendations
- [] additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):
(Dept)

APPROVES PREVIOUS:

(Date/Dept)

- [] fiscal impact _____
- [] zero fiscal note _____
- [] zero with analysis _____

- [] fiscal note(s) _____
- [] zero fiscal note(s) _____
- [] zero fn/analysis _____

SIGNING DO PASS:

SIGNING:
(Check approp. column)

Do Not
Pass
No Rec
Amend

Bill Hulse
Robert A. Herman

SIGNING: (Check approp. column)	Do Not Pass	No Rec	Amend
<u>John Sumner</u>		<input checked="" type="checkbox"/>	

John Sumner
Chairman's Signature

SB 236 TESTIMONY

SB 236 authorizes the issuance of revenue bonds in an amount up to \$25,000,000 for the construction and upgrade of the Copper River Highway by the Dept. of Transportation.

Last session, the Legislature passed House Bill 101 which authorized the Dept. of Transportation to construct the Copper River Highway as a toll facility in accordance with Sec. 37.15.730 if federal discretionary highway bridge funds are authorized by the federal government for the reconstruction and repair of the Million Dollar Bridge over the Copper River and the approaches to the bridge. We also passed CSHCR 46(FIN) which requests the Governor to direct the Dept. of Transportation to construct a toll road along the Copper River via Chitina to Cordova.

The Governor allowed HB 101 to become law without his signature because Sec. 5 of the bill instructs DOT to build the Copper River Highway as a toll road, but bonding authority was not provided. SB 236 gives the necessary bonding authority to build the Copper River Highway as a toll facility.

STEVE COWPER, GOVERNOR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P.O. BOX 2
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

March 6, 1990

The Honorable Jack Coghill
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear ~~Senator~~ ^{JACK} Coghill:

Enclosed for your use and information is a copy of the Copper River Highway Toll Feasibility Study and Construction Analysis. This document is being provided to you in accordance with AS 37.15.730, section (1), as amended by Chapter 165, SLA 1988, An Act Relating to Toll Facilities.

The Toll Study concludes that it is financially feasible to construct an 18-foot wide gravel surfaced toll road, from the end of the existing Copper River Highway to Chitina, on the old Copper River and Northwestern Railroad Alignment, but it is only feasible if state funds, or possibly special federal demonstration project funds, are obtained to pay for all capital construction, and if a toll of \$15 per vehicle is charged to pay for annual maintenance costs.

Connecting Cordova with the Alaska Highway System by constructing an extension of the existing Copper River Highway from MP 49 (the Million Dollar Bridge) to Chitina, on the old Copper River and Northwestern Railroad alignment, has long been considered. In recent years, considerable attention has been focused on determining a way in which this extension could be constructed.

The Department of Transportation and Public Facilities is required to submit to the Governor and Legislature a study which determines whether a toll facility is able to produce revenue adequate to repay revenue bonds with which it may be financed. Chapter 165/88 also requires the DOT&PF to construct the Copper River Highway as a toll facility should this analysis prove feasible, and other conditions of federal financial assistance are met.

The Honorable Jack Coghill

-2-

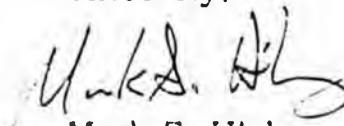
March 6, 1990

The Study concludes that the amount of \$24.5 million would cover the entire capital cost of the project from preconstruction activities through actual construction of the highway, additional maintenance camps, and acquisition of additional maintenance equipment. Tolls would fully cover annual year-round maintenance costs. As an alternative, the department has concluded approximately 20% to 30% of the construction costs could be financed through tolls, if general funds covered maintenance expenses.

In the event full state funding is not made available, a special federal demonstration grant for construction and maintenance equipment could be pursued. If preconstruction activities were state funded, design of the project could begin this year. Such action would demonstrate to Congress that Alaska is serious about constructing the Copper River Highway extension. However, there are other ramifications to consider, as outlined in the report, before pursuing federal funding. Paramount among them would be possible endangerment of our normal federal-aid highway program funding.

Clearly the simplest way to construct this project is with state funds. Whether such a financial investment is possible at this time is a difficult question. If you have any questions regarding the information, please let me know.

Sincerely,



Mark S. Hickey
Commissioner

Enclosure

cc: The Honorable Steve Cowper, Governor

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SB 236
PUBLISH DATE: 03/23/89

REQUEST: FISCAL NOTE

Revision Date:
Title: Revenue Bonds for Copper River
Highway
Sponsor: Coghill
Requestor: Senate Finance

Agency Affected: DOT&PF
BRI:
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

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

ANALYSIS:

Prepared by: W. Keith Gerken
Division: Deputy Commissioner, Operations

Phone: 465-3900
Date: February 28, 1990

Approved by Commissioner: Mark S. Hickey
Agency: Department of Transportation and Public Facilities

Date: 2/28/90

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

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: State Bond Committee
 Title: \$25,000,000 Copper River Highway BRU: _____
 Revenue Bonds _____
 Sponsor: Coghill Components: _____
 Requestor: Senate Finance

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
OPERATING						
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LANDS & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
TOTAL OPERATING	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4
TOTAL	0	2,433.4	2,433.4	2,433.4	2,433.4	2,433.4

POSITIONS:

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

ANALYSIS: Attach a separate page for analysis. Fiscal year 1990 effect is zero.

Debt service on \$25 million revenue bonds with 30 year maturity at 9.0 percent. Fund source would be Toll Facilities Construction Fund for FY 92-93 and Toll Facilities Revenue Fund thereafter.

Prepared By: Milt Barker *MB*
 Division: Treasury
 Approved by Commissioner: *[Signature]*
 Agency: Department of Revenue

Phone: 465-2350
 Date: February 20, 1990
 Date: 2/20/90

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

OFFICE OF THE PRESIDENT

MEMBER

TENTH ALASKA LEGISLATURE
ELEVENTH ALASKA LEGISLATURE
TWELFTH ALASKA LEGISLATURE
THIRTEENTH ALASKA LEGISLATURE
FOURTEENTH ALASKA LEGISLATURE
FIFTEENTH ALASKA LEGISLATURE
SIXTEENTH ALASKA LEGISLATURE



SENATOR TIM KELLY

P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-3222

P.O. BOX 210001
ANCHORAGE, ALASKA 99521
(907) 861-7612

NOVEMBER 3, 1989

FOR IMMEDIATE RELEASE

ROADS TO CORDOVA, WHITTIER GAIN SUPPORT

Alaska's Prince William Sound should be developed for economic and recreational use, according to Senate President Tim Kelly (R-Anchorage).

Kelly made his comments before a group of business leaders seeking to build additional road access to the Sound. Kelly stressed his belief that Prince William Sound offers one of the greatest opportunities to expand tourism and economic development in Alaska.

"The first step for economic and recreational development of the Sound is adequate road access," said Kelly. "It's only logical to construct roads to Cordova and Whittier."

The controversial debate over road access to Whittier and Cordova has continued for over two decades. The road to Cordova, at one point, had been funded by the legislature but was never constructed due to mixed public support. The funds were later reappropriated by the legislature to other projects.

"Time has changed public sentiment," stated Kelly. "I believe the people in Whittier, Cordova and statewide want roads into Prince William Sound".

"I intend to make new roads to Whittier and Cordova one of my top legislative priorities for the upcoming session," concluded Kelly. "I'm working with Department of Transportation and Alaska Railroad officials to gather the necessary information on these projects to gain support for legislative funding and successfully complete these projects."

-END-

For More Information contact:
SENATOR TIM KELLY
561-7612

AN ACT

Relating to state toll facilities.

* Section 1. AS 19.05.040(11) is amended to read:

19.05.040(11)

(11) establish, levy, and collect tolls, fees, charges, and rentals for the use of state roads, highways, bridges, tunnels, crossings, and causeways; and

* Sec. 2. AS 37.15.720 is amended to read:

37.15.720

Sec. 37.15.720. STATE TOLL FACILITIES. The state is authorized to acquire, construct, equip, and maintain toll bridges, tunnels, highways, roads, crossings, and causeways found to be necessary by the commissioner of transportation and public facilities.

* Sec. 3. AS 37.15.730 is amended to read:

37.15.730

Sec. 37.15.730. REVIEW OF TOLL FACILITY PROJECTS [KNIK ARM CROSSING]. A toll facility may be financed under AS 37.15.610 - 37.15.760 (NOTWITHSTANDING THE PROVISIONS OF AS 37.15.720 THE FIRST STATE TOLL FACILITY TO BE FINANCED UNDER AS 37.15.610 - 37.15.760 IS THE KNIK ARM CROSSING NEAR ANCHORAGE) if the following conditions are met for that toll facility:

(1) the department submits to the governor and the legislature a feasibility study that finds that the toll facility [CROSSING] is financially feasible and able to produce revenue adequate to repay the bonds with which it is financed;

(2) if financing in addition to revenue bonds is required to finance the toll facility [ANTICIPATED], the department submits to

Chapter 165 / SLA 88



Chapter 165

1 the governor and legislature a finance plan that includes (TO INCLUDE)
2 an estimate of the total cost of the toll facility (PROJECT) and a
3 description of the sources of money that will be used to finance the
4 total cost of the toll facility (PROJECT); and

5 (3) the office of management and budget reviews the fea-
6 sibility study and the finance plan, if required, and reports its
7 findings and recommendations to the governor and legislature not later
8 than 90 days after the study and plan are received by the office.

9 * Sec. 4. AS 37.15.760(7) is amended to read:

10 (7) "toll facilities" means highways, roads, bridges,
11 tunnels, crossings, and causeways upon which tolls, charges, rentals,
12 or other user fees are placed by the commissioner of transportation
13 and public facilities.

37.15.760(7)

14 * Sec. 5. The Department of Transportation and Public Facilities shall
15 construct the Copper River highway as a toll facility in accordance with
16 Sec. 37.15.730 if federal discretionary highway bridge funds are authorized
17 by the federal government for the reconstruction and repair of the Million
18 Dollar Bridge over the Copper River and the approaches to the bridge.

EFF. 9/15/88

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STATE OF ALASKA

THE LEGISLATURE

1988

Source

SHCR 4b(Fin)

Legislative
Resolve No.

36



Relating to a Copper River toll road.

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

WHEREAS there is currently no road to Cordova; and

WHEREAS the residents of Cordova very much want to be connected by road to other points in the state; and

WHEREAS a road to Cordova would stimulate economic development and encourage tourism in the area; and

WHEREAS the availability of both state and federal funding for road construction has decreased; and

WHEREAS the state has authority under AS 37.15.720 to construct and maintain toll roads;

BE IT RESOLVED by the Alaska State Legislature that the Governor is respectfully requested to direct the Department of Transportation and Public Facilities, subject to conditions equivalent to those applicable to the Knik Arm Crossing under AS 37.15.730(1) - (3), to construct a toll road along the Copper River via Chitina to Cordova.

Legislative Resolve 36



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

June 17, 1988

The Honorable Jan Faiks
President of the Senate
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Senator Faiks:

On this date I have allowed the following bill to become law without my signature and am transmitting the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

SENATE COMMITTEE SUBSTITUTE FOR
COMMITTEE SUBSTITUTE FOR
HOUSE BILL NO. 101(Fin) am S
(Relating to state toll facilities.)
Chapter No. 165, SLA 1988

This legislation makes changes desired by the Department of Transportation and Public Facilities (DOT/PF) regarding toll facilities, including authorizing the construction of the Copper River highway as a toll facility if certain conditions are met and federal funds be made available. I fully agree with the purpose of the first four sections of this bill, which primarily add tunnels to the list of authorized public toll facilities since the proposed Whittier highway tunnel may later become feasible or necessary.

Most of the public's attention, however, has been focused on Section 5 of this bill. Section 5 instructs DOT/PF to build the Copper River highway as a toll road, but bonding authorization has not been provided to do so. Further, federal bridge funds would be available only if the state commits to constructing the road, but this bill makes constructing the road contingent on receipt of the federal bridge funds.

If the road is to be constructed using revenue bonds, AS 37.15.730(1) requires the department to submit a feasibility study to the Governor and the Legislature and to determine if this method is financially feasible. Also, in the event that federal bridge funds became available to the

state, funding for actual construction of the road would still be subject to a positive feasibility study and subsequent bonding authorization by the Legislature.

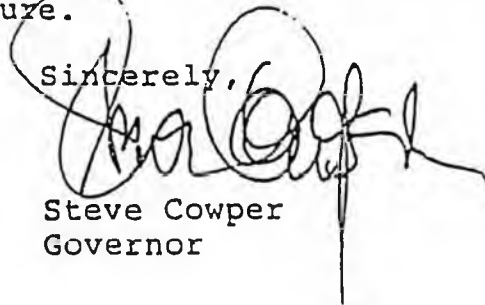
Section 5 serves little practical purpose. House Concurrent Resolution 46, relating to a Copper River toll road, passed the Legislature this year. It requests the Governor to direct DOT/PF to construct the route as a toll road. The Legislature's desire for a toll road has therefore already been expressed through this resolution.

Many people in the Cordova area evidently have been told that this legislation mandates the building of the Copper River highway. Judging from the public opinion messages I have received, there is a strong belief in some quarters that this bill is the final step in the process and that construction of the road will begin immediately.

That assumption is wrong. The Copper River highway is a major undertaking which will involve a substantial commitment of public money. Like all major public works projects, it requires a careful assessment of its benefits and burdens which cannot be made for many months. The unrealistic expectations which have been expressed by some of the proponents of the Copper River highway will probably result in frustration later, when people realize that the normal processes have not really been circumvented.

For these reasons, I am allowing SCS CSHB 101(Fin) am S to become law without my signature.

Sincerely,

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

Steve Cowper
Governor



Alaska State Legislature

SENATE

Official Business

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

MEMORANDUM

To: Senator Lloyd Jones
Senate Transportation

From: Senator Cognill

Re: SB 236

Date: May 1, 1989

SB 236 authorizes the issuance of revenue bonds in an amount up to \$25,000,000 for the construction and upgrade of the Copper River Highway by the Dept. of Transportation.

Last session, the Legislature passed House Bill 101 which authorized the Dept. of Transportation to construct the Copper River Highway as a toll facility in accordance with Sec. 37.15.730 if federal discretionary highway bridge funds are authorized by the federal government for the reconstruction and repair of the Million Dollar Bridge over the Copper River and the approaches to the bridge. We also passed CSHCR 46(FIN) which requests the Governor to direct the Dept. of Transportation to construct a toll road along the Copper River via Chitina to Cordova.

The Governor allowed HB 101 to become law without his signature because Sec. 5 of the bill instructs DOT to build the Copper River Highway as a toll road, but bonding authority was not provided. SB 236 gives the necessary bonding authority to build the Copper River Highway as a toll facility.

Memo to Jones

HISTORY OF THE COPPER RIVER HIGHWAY

When the Copper River and Northwest Railroad closed in 1939, the residents of the area began working on converting the railroad bed to a highway. The railway company conveyed the railroad right-of-way to the United States in 1945. Between 1941 and 1945, 13 miles of the highway were built from Cordova to serve the new airport (now named Mudhole Smith International Airport). Territorial Representative Dimond in 1936, recommended to the Alaska Road Commission a ten year road improvement plan that included building a highway from Cordova to the Richardson Highway through the Tasnuna Canyon.

In 1946, John LaFever, a Cordova businessman and sometime Mayor of Cordova, restarted a push to convert the entire length of the right-of-way to a highway. A reconnaissance, schedule and cost estimate were completed for the conversion by the Alaska Road Commission in 1949.

In 1953, the U.S. Congress appropriated \$550,000 and the conversion was started by the Alaska Road Commission. Another \$2,400,000 was appropriated for 1954. In 1956, the Bureau of Public Roads took over the responsibility for roads in Alaska and continued the conversion to Mile 49.

The right-of-way was quitclaimed to the State of Alaska by the U S. Department of Commerce in 1959 at the time of statehood (1959). The Alaska Department of Highways continued the conversion to Mile 59 when the 1964 earthquake occurred. The earthquake damaged many bridges along the route, some beyond repair. By this time, the route was designated as a Federal-aid Secondary (FAS) highway and numbered 851.

After the earthquake, the State of Alaska (Department of Highways) and the Federal Government (FHWA) decided to re-evaluate the project. A feasibility study was completed in 1967 which considered three alternative routes: the route to Chitina, a route up the Tasnuna River Valley and a route up the Tiekel River Valley. The study recommended the Tiekel Route as technically best, with the Tasnuna Route a close second.

After a review, by the then Department of Highways, the Tasnuna Route was chosen as the preferred alternative and the Federal and State governments decided to proceed with repairing the earthquake damages and building a road through the Tasnuna Valley to the Richardson Highway. Public hearings on the feasibility study were held in Valdez and Cordova in early 1969.

RECOMMENDATIONS

The Northern Region of the Alaska Department of Transportation and Public Facilities (ADOT&PF) recommends completing the Copper River Highway initially as a pioneer road to Chitina leaving open the option of a secondary highway on the Chitina, Tiekel or Tasnuna routes. In preparation, ADOT&PF recommends maintenance on the portions of the Copper River Highway north of the Million Dollar Bridge that has been converted to roadway and seeking Legislative funding to do so as part of the FY 1990 budget. This would add Mileposts 49 to 72 and Mileposts 112 to 131 to the maintenance system. Additional operating funds would be required to perform this maintenance which would be at a level considerably below normal maintenance standards.

It is further recommended that the Department of Transportation and Public Facilities in conjunction with the appropriate experts from the Department of Revenue perform an in depth analysis of the toll road concept and the cost and feasibility of obtaining some form of bonding for construction. This analysis should begin as soon as possible to be able to provide the Governor and the Legislature with the data necessary to make funding decisions.

Additional coordination with the Federal Highway Administration to positively determine whether or not the cost of constructing the Copper River Highway as a pioneer access road could be eligible at a later date when upgraded to secondary standards. This work should also be done prior to the next Legislative session.

COST ESTIMATE TO OPEN A YEAR-ROUND ROAD

	<u>Road Construction Cost</u>	<u>Maintenance Camp and Maintenance Equipment Needed</u>	<u>Total Cost To Open A Year- Round Road</u>
<u>Pioneer Access</u>			
Pioneer Access Road (62 Miles) Mile 49 to Chitina	\$15,000,000	\$ 3,255,000	\$ 18,255,000
<u>Federal-aid Secondary Highway</u>			
Wood Canyon Route (82 Miles) Mile 49 to Chitina	\$90,000,000	\$ 3,255,000	\$ 93,255,000
Tasnuna Route (64 Miles) Mile 49 to Richardson Highway	\$75,000,000	\$ 3,255,000	\$ 78,255,000
Tiekel Canyon Route (67 Miles) Mile 49 to Richardson Highway	\$70,000,000	\$ 3,255,000	\$ 73,255,000

The yearly maintenance costs have also been estimated.

YEARLY MAINTENANCE COST ESTIMATE

	<u>Yearly Seasonal Maintenance Cost</u>	<u>Yearly Year-Round Maintenance Cost</u>
Pioneer Access	\$ 600,000	\$1,200,000
Federal-aid Secondary Highway (Tasnuna, Tiekel or Wood Canyon Routes)	\$ 800,000	\$1,600,000

Cost Estimate for Road from T. Tasnuna

CITY OF CORDOVA

REQUEST REGARDING
DEPARTMENT OF TRANSPORTATION
CAPITAL BUDGET FY 1991
CONSTRUCTION OF THE COPPER RIVER HIGHWAY

The reasons to build the Copper River Highway are so numerous that they could not be all listed in one readable document. The State of Alaska has spent a million dollars in studies covering the feasibility, need, routing and benefits of building the Copper River Highway. They all pointed out great benefits to the State and its economy, so we will try to summarize a few of the important ones.

The Copper River Highway is the cheapest, cost affective road to build in Alaska. The State has 63 million dollars invested in the highway to nowhere now. Another 15 million would protect and allow the State to cash in on this investment. With the declining oil prices, the State needs to help with the development of the timber and minerals in the interior. The Copper River Highway would provide an ocean port and an all weather airport to the interior. The Exxon-Valdez oil disaster pointed out the important needs for this. It also pointed out the need for Cordova to broaden and strengthen its economy. The biggest single thing to boost Cordova's economy is the Copper River Highway.

The tourist trade is a major contribution to Alaska's economy. The Copper River Highway would open up some of the most magnificent scenery in Alaska. No other route would provide such a complete and diversified look at Alaska then taking the ferry through Prince William Sound and then driving up the Copper River Highway. State visitor forecasts predict 3.8 million tourist dollars would pass through Cordova if the highway were built.

This all amounts to the fact that the Copper River Highway has the support of the entire State. It would benefit the economy of the entire State. The right of way is owned by the State. It has been scheduled to be built for over 50 years. Therefore, we should build it.

9) "revenue fund" means the International Airports Revenue Fund created by AS 37.15.430. (§ 1 ch 149 SLA 1972)

Revisor's notes. — Reorganized in 1988 to alphabetize the defined terms.

Article 4. Toll Facilities Revenue Bonds.

Section	Section
610. Bond authorization	690. Bond negotiability
620. Construction fund	700. Refunding
630. Revenue fund	710. Bonds as legal investments
640. Bond redemption fund	720. State toll facilities
650. Bond terms	730. Review of toll facility projects
660. Bond resolution	740. Toll facility charges
670. Enforcement by holder	750. Statutory construction
680. Amounts required for payments	760. Definitions

Sec. 37.15.610. Bond authorization. For the purpose of providing part or all of the money to be used, with or without any grants or other money that may become available, the issuance and sale of revenue bonds of the state in the total principal sum of not to exceed \$500,000,000 is authorized to acquire, construct, equip, and install the additions, improvements, extensions, and facilities authorized in AS 37.15.720 and 37.15.730. The principal of and interest on these bonds are paid out of and secured by the gross revenue derived by the state from the ownership, use, and operation of the toll facilities, and out of any other revenue or money that the state legislature may provide exclusive of any state tax or license. Bonds may not be issued to assist in the acquisition, financing, or operation of projects without prior approval from the legislature. (§ 1 ch 162 SLA 1984)

Sec. 37.15.620. Construction fund. (a) The toll facilities construction fund is established for deposit of proceeds of the sale of bonds authorized by AS 37.15.610 and any grant or other money that is legally provided for the same purposes for which the bonds are authorized except for any accrued interest paid on the bonds by the purchaser. The money in the construction fund is used to pay the cost of acquiring, constructing, and equipping facilities authorized in AS 37.15.720 and 37.15.730 and costs incidental to those activities, including costs of the authorization, issuance, and sale of the bonds. To the extent allowed in the bond resolution, money in the construction fund may also be used for the payment of interest on the bonds during the time of actual construction, and for any additional time, not exceeding one year after construction is completed. Money in the construction fund may also be transferred to the bond redemption fund, as permitted by the bond resolution, to establish a reserve for the payment of the principal and interest on the bonds.

Revised Alaska Statutes

(b) The bond resolution may provide for the investment of money in the construction fund as the committee determines. The interest earned upon or any profit derived from the sale of the investment is deposited in the construction fund. (§ 1 ch 162 SLA 1984)

Sec. 37.15.630. Revenue fund. (a) The toll facilities revenue fund is established and shall be set apart from all other money of the state. The toll facilities revenue fund is a trust fund for the purposes under AS 37.15.610 — 37.15.760, where all revenue, fees, tolls, charges, and rentals are deposited that are derived by the state from the ownership, lease, use, and operation of the facilities authorized by AS 37.15.720 and 37.15.730. The revenue, fees, tolls, charges, and rentals may not include the proceeds of any state tax or license. The money in the revenue fund may only be used to

(1) pay or secure the payment of the principal of and interest on the toll facilities bonds and principal of and interest on any other revenue bonds issued by authorization of the legislature to provide money to acquire, construct, and equip facilities authorized by AS 37.15.720 and 37.15.730 and to be payable out of the revenue fund;

(2) pay the normal and necessary costs of maintaining and operating the facilities acquired, constructed, or equipped under AS 37.15.610 — 37.15.760;

(3) pay the costs of renewals, replacements, and extraordinary repairs to facilities acquired, constructed, or equipped under AS 37.15.610 — 37.15.760;

(4) redeem before their fixed maturities any and all revenue bonds issued for the purpose of acquiring, constructing, and equipping facilities authorized by AS 37.15.720 and 37.15.730;

(5) provide money to acquire, construct, and equip necessary additions and improvements to facilities authorized by AS 37.15.720 and 37.15.730; and

(6) provide money to pay any and all other costs relating to the ownership, use, and operation of the facilities.

(b) The investment of money in the revenue fund may be made as the committee determines. The interest earned upon or any profits derived from the sale of an investment under this subsection shall be deposited in the revenue fund. (§ 1 ch 162 SLA 1984)

Sec. 37.15.640. Bond redemption fund. The toll facilities revenue bond redemption fund is established for deposit in trust of money for paying and securing the payment of principal of and interest and redemption premium, if any, on bonds and is set apart from all other money of the state. The committee, on behalf of the state, shall obligate the state to set aside and pay into the bond redemption fund from the revenue fund an amount of money sufficient to pay the principal of and interest and redemption premium, if any, on the bonds as the

payments become due and, if the committee considers it necessary, to set aside and maintain a reserve for this purpose. The bond redemption fund is drawn upon for the purpose of paying the principal of and interest and redemption premium, if any, on the bonds, and the bonds do not constitute a general obligation of the state. (§ 1 ch 162 SLA 1984)

Sec. 37.15.650. Bond terms. (a) The toll facilities bonds are sold in the amounts or series and at the time as determined by the committee. Before selling a series of bonds, the committee shall give notice inviting sealed bids. If satisfactory bids are received, the bonds offered for sale are awarded to the highest responsible bidder. If the committee determines that a bid received is not satisfactory as to price or responsibility of the bidder, the committee may reject the bid received. Bonds, or a series of bonds, may not be sold if the effective interest rate over the life of the bonds exceeds 11 percent per year or that rate of interest that is 125 percent of the rate of the Bond Buyer Index of 20 Municipal Bond Average Yields for the week previous to the date of sale of the bonds, whichever is higher. Interest is payable annually or semiannually.

(b) The bonds mature at the time fixed by the committee. The bonds may be subject to redemption before their fixed maturities as determined by the committee and with the premium fixed by the committee, but a bond may not be subject to redemption before its fixed maturity date unless the right to redeem that bond is expressly mentioned on the face of the bond. The bonds

1) may be in denominations determined by the committee;

2) may be issued in coupon form or in fully registered form, and may be registrable as to principal or both principal and interest, all under regulations and conditions the committee provides;

3) are payable as to principal and interest at the place determined by the committee;

4) shall be signed on behalf of the state by the governor and shall be attested to by the lieutenant governor, both of which signatures may be facsimile signatures, and each of the interest coupons attached to them shall be signed by the facsimile signatures of these officials;

5) shall have the seal of the state impressed, printed, or lithographed on them; and

6) shall be issued under and subject to the terms, conditions, and covenants, providing for the payment of the principal of and interest on the bonds and the other terms, conditions, covenants, and protective features safeguarding this payment and relating to the maintenance, operation, and improvement of the toll facilities as found necessary by the committee, which covenants may include a provision requiring the setting aside and maintenance of certain reserves to secure the payment of the principal and interest.

c) If found reasonably necessary, the committee may select a trustee or trustees for the holders of the bonds or any series of the bonds, for the safeguarding and disbursement of any of the money in any of the funds created by AS 37.15.620, 37.15.630, and 37.15.640, or for the duties for authentication, delivery, and registration of the bonds as the committee may determine. The committee shall also fix the rights, duties, powers, and obligations of the trustee or trustees.

d) In the committee's determination of all of the matters and questions relating to the issuance and sale of the bonds and the fixing of the maturities, terms, conditions, and covenants of the bonds as provided in (a) — (c) of this section, the decisions of the committee shall be those found to be reasonably necessary for the best interests of the state and its inhabitants, and those that will accomplish the most advantageous sale of the bonds, with due regard, however, (1) to necessary or normal costs of maintenance and operation; (2) to renewals and replacements of and repairs to the toll facilities; (3) to all improvements to toll facilities and property of toll facilities owned, used, operated, or leased in connection with toll facilities; and (4) to the future growth and expansion of all of the facilities and the possibility of additional revenue bond financing for toll facilities purposes. A decision of the committee, as expressed in any bond resolution, is final when any bonds have been issued under the bond resolution.

e) A bond resolution may provide that the bonds issued contain a recital that they are issued under AS 37.15.610 — 37.15.760, and any bonds containing this recital are conclusively considered to be valid and to have been issued in conformity with AS 37.15.610 — 37.15.760.

f) The validity of the authorization and issuance of bonds is not affected by any proceeding for the acquisition or construction of the additions, improvements, or facilities for which the bonds have been issued or by any contract in connection with the acquisition or construction. (§ 1 ch 162 SLA 1984)

Sec. 37.15.660. Bond resolution. The committee is authorized and directed to adopt the bond resolution and prepare all other documents and proceedings necessary for the issuance, sale, and delivery of the bonds or any part or series of them. The bond resolution shall fix the principal amount, denomination, date, maturities, place or places of payment, rights of redemption, if any, terms, form, conditions, and covenants of the bonds or each series of them. The committee shall also determine and provide for the date and manner of sale of the bonds, and shall provide whether the notice of sale is to be published elsewhere in addition to the publication required by AS 37.15.650. (§ 1 ch 162 SLA 1984)

Sec. 37.15.670. Enforcement by holder. The holder of any bonds or the trustee for the holders of the bonds or any series of them, may, by appropriate proceedings in the courts of record of the state, compel the transfer, setting aside, and payment of money and the enforcement of all of the terms, conditions, and covenants as required and provided in AS 37.15.610 — 37.15.760 and in the bond resolution. (§ 1 ch 162 SLA 1984)

Sec. 37.15.680. Amounts required for payments. The committee shall, before December 31 of each year, commencing with the year in which the bonds are issued, certify to the commissioner of revenue and the commissioner of transportation and public facilities the amounts required in the next ensuing calendar year by a bond resolution to be paid out of the revenue fund into the bond redemption fund and to be paid into and maintained in any reserve fund or account or any other fund or account created by a bond resolution. The committee shall also certify to the commissioners the last date upon which payments may be made. (§ 1 ch 162 SLA 1984)

Sec. 37.15.690. Bond negotiability. The bonds and the coupons attached to them are fully negotiable instruments under the laws of the state. (§ 1 ch 162 SLA 1984)

Sec. 37.15.700. Refunding. (a) The bonds or any part of them may be refunded at or before their maturity by the issuance of refunding revenue bonds of the state if in the opinion of the committee refunding is advantageous to and in the best interest of the state and its inhabitants.

(b) The issuance of refunding bonds need not be authorized by an act of the legislature, and the committee shall adopt the resolution and prepare all other documents and proceedings necessary for the issuance, exchange or sale, and delivery of the bonds. All provisions of AS 37.15.610 — 37.15.760 applicable to revenue bonds are applicable to the refunding bonds and to the issuance, sale, or exchange of the bonds, except as otherwise provided in this section.

(c) Refunding bonds may be issued in a principal amount sufficient to provide money for the payment of all bonds to be refunded by them, and, in addition, for the payment of all expenses incident to the calling, retiring, or paying of the outstanding bonds, and the issuance of the refunding bonds. These expenses include the difference in amount between the par value of the refunding bonds and any amount less than par for which the refunding bonds are sold, any amount necessary to be made available for the payment of interest on the refunding bonds from the date of sale of them to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid under the call of the bonds or agreement with the holders of

them, and the premium, if any, necessary to be paid in order to call or retire the outstanding bonds and the interest accruing on the outstanding bonds to the date of the call or retirement. (§ 1 ch 162 SLA 1984)

Sec. 37.15.710. Bonds as legal investments. Toll facilities bonds are legal investments for all banks, trust companies, savings banks, savings and loan associations, and other persons carrying on a banking business, all insurance companies and other persons carrying on an insurance business, and all executors, administrators, trustees, and other fiduciaries. The bonds may be accepted as security for deposits of all money of the state and its political subdivisions. (§ 1 ch 162 SLA 1984)

Sec. 37.15.720. State toll facilities. The state is authorized to acquire, construct, equip, and maintain toll bridges, tunnels, highways, roads, crossings, and causeways found to be necessary by the commissioner of transportation and public facilities. (§ 1 ch 162 SLA 1984; am § 2 ch 165 SLA 1988)

Effect of amendments. — The 1988 amendment inserted "tunnels"

Sec. 37.15.730. Review of toll facility projects. A toll facility may be financed under AS 37.15.610 -- 37.15.660 if the following conditions are met for that toll facility:

(1) the department submits to the governor and the legislature a feasibility study that finds that the toll facility is financially feasible and able to produce revenue adequate to repay the bonds with which it is financed;

(2) if financing in addition to revenue bonds is required to finance the toll facility, the department submits to the governor and legislature a finance plan that includes an estimate of the total cost of the toll facility and a description of the sources of money that will be used to finance the total cost of the toll facility; and

(3) the office of management and budget reviews the feasibility study and the finance plan, if required, and reports its findings and recommendations to the governor and legislature not later than 90 days after the study and plan are received by the office. (§ 1 ch 162 SLA 1984; am § 3 ch 165 SLA 1988)

Effect of amendments. — The 1988 amendment rewrote the catchline, which read "Knik Arm Crossing," rewrote the introductory language, which read "Notwithstanding the provisions of AS 37.15.720 the first state toll facility to be

financed under AS 37.15.610 -- 37.15.660 is the Knik Arm Crossing near Anchorage if the following conditions are met," substituted "toll facility" for "crossing" in paragraph (1) and, in paragraph (2), substituted "required to finance the toll facil-

ity' for "anticipated," "that includes" for "to include," and "cost of the toll facility" for "cost of the project" twice.

Sec. 37.15.740. Toll facility charges. The commissioner of transportation and public facilities shall fix and collect the fees, charges, tolls, and rentals derived by the state from the ownership, lease, use, and operation of the facilities authorized by AS 37.15.720 and 37.15.730 and improvements of the facilities as will provide revenue sufficient to comply with all of the covenants of the bond resolution. (§ 1 ch 162 SLA 1984)

Sec. 37.15.750. Statutory construction. AS 37.15.610 — 37.15.760 shall be liberally construed in order to carry out the purposes for which the provisions were enacted, and all existing laws in conflict with AS 37.15.610 — 37.15.760 are superseded as necessary to accomplish the purposes of AS 37.15.610 — 37.15.760. (§ 1 ch 162 SLA 1984)

Sec. 37.15.760. Definitions. In AS 37.15.610 — 37.15.760, unless the context requires otherwise

(1) "bond redemption fund" means the toll facilities revenue bond redemption fund created by AS 37.15.640, including any accounts that are created in that fund after October 4, 1984;

(2) "bond resolution" means the resolution authorizing the issuance of bonds, adopted by the committee under AS 37.15.660;

(3) "bonds" means the toll facilities revenue bonds authorized by AS 37.15.610 — 37.15.760;

(4) "committee" means the state bond committee created by AS 37.15.110, or any other committee, body, department, or officer of the state that or who succeeds to the rights, powers, duties, and obligations of the state bond committee by act of the legislature;

(5) "construction fund" means the toll facilities construction fund created by AS 37.15.620;

(6) "revenue fund" means the toll facilities revenue fund created by AS 37.15.630;

(7) "toll facilities" means highways, roads, bridges, tunnels, crossings, and causeways upon which tolls, charges, rentals, or other user fees are placed by the commissioner of transportation and public facilities. (§ 1 ch 162 SLA 1984; am § 4 ch 165 SLA 1988)

Effect of amendments. — The 1988 amendment inserted "tunnels" in paragraph (7).



Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755



December, 1989

Season's Greetings to our Members and Friends:

Christmas came early to the Alaska ROAD Association this year.

A City of Cordova Grant in October of more than \$11,000 allowed us to purchase a computer and printer, as well as a state-wide public opinion research survey by Hellenthal & Associates.

The state-wide survey results are included herein. As the state has been following a course of no new road construction for some time, you should find the survey results encouraging. There is strong state-wide support for building new roads in Alaska, and the Copper River Road specifically.

The new computer and printer are being used to produce this Christmas greeting and will be instrumental in producing future newsletters.

In the holiday spirit it is a pleasure to say "thank you" and extend our sincere appreciation to those who have helped the Alaska ROAD Association this year, both members and friends.

We wish to give special thanks to Mayor Johansen for sponsoring the City Council resolution authorizing our grant, and thanks to those councilmembers who support our work.

We wish to recognize and thank Senate President Tim Kelly, for establishing completion of the Copper River and Whittier Roads as one of his top priorities for the legislature when they reconvene in January.

And thank you, our membership, most of all, for without you none of our work would be possible.

1990 will be a very active year for your ROAD Association. It will take all of us working together to capitalize on the hard work done to date.

In this spirit, we offer our best wishes to you for the holidays and the New Year.

Sincerely,

Scott Novak, President

Dennis Nottingham, Executive Board

Larry Hogan, Vice-president

Steve Rehnberg, Sec./Treas




Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755

AREAS OF ALASKA AMONG ALL ADULTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

COLUMN PERCENTS
OCTOBER 20TH THROUGH OCTOBER 28TH, 1989
SAMPLE SIZE = 524; MARGIN OF ERROR = + OR - 4.28%

	AREAS OF ALASKA:					TOTAL
	Valdez- Kenai- MatSu + or - 13.5%	Anchor- age + or - 7.6%	Fair- banks Area + or - 13.6%	Cordova + or - 8.0%	Glenn- allen Area + or - 9.6%	COL %
						
STATE BUILDING NEW HIGHWAYS:						
Favor.....	72.7%	82.2%	81.3%	79.2%	81.5%	80.0%
Oppose.....	27.3%	17.8%	18.7%	20.8%	18.5%	20.0%
STATE BUILDING HIGHWAY TO WHITTIER:						
Favor.....	57.8%	60.1%	64.5%	72.7%	71.6%	60.6%
Oppose.....	42.2%	39.9%	35.5%	27.3%	28.4%	39.5%
RECREATIONAL DEVELOPMENT OF PRINCE WILLIAM SOUND:						
Favor.....	86.2%	85.0%	78.8%	78.1%	83.8%	83.7%
Oppose.....	13.8%	15.0%	23.4%	21.9%	18.4%	18.3%
STATE COMPLETING THE COPPER RIVER HIGHWAY:						
Favor.....	75.4%	78.1%	74.9%	57.0%	83.8%	76.9%
Oppose.....	24.6%	21.9%	25.1%	43.0%	18.2%	23.1%
ALASKAN RESIDENCY:						
1983 to 1989.....	15.4%	23.1%	26.8%	21.5%	13.8%	22.2%
1976 to 1982.....	21.5%	23.5%	17.4%	24.9%	24.8%	22.0%
1967 to 1975.....	31.4%	27.7%	32.2%	23.2%	22.5%	29.3%
Before 1967.....	31.7%	25.6%	23.4%	30.4%	38.9%	26.5%
AGE OF RESPONDENT:						
18-24.....	1.5%	11.3%	12.0%	3.3%	4.8%	8.4%
25-29.....	10.2%	14.8%	17.1%	9.3%	6.0%	14.2%
30-34.....	17.2%	17.3%	13.0%	21.7%	13.1%	16.5%
35-39.....	24.0%	16.2%	24.8%	17.8%	22.6%	20.6%
40-49.....	13.1%	20.1%	25.3%	20.2%	25.1%	19.7%
50 Plus.....	34.0%	18.3%	7.8%	27.8%	28.4%	18.6%
TOTAL ROW PERCENT.....	20.1%	59.6%	19.0%	.6%	.7%	100.0%

REVISED

CITY OF CORDOVA, ALASKA

RESOLUTION 90-05

A RESOLUTION OF THE CORDOVA CITY COUNCIL REGARDING
THE NEED FOR PROGRAMS OF THE STATE OF ALASKA IN CORDOVA

WHEREAS, Cordova is a substantial community with a fishing based economy, and

WHEREAS, certain state programs provide vital assistance to the residents of the community, and

WHEREAS, in recent years there has been an erosion in the level of service available to the community from the State of Alaska.

NOW, THEREFORE, BE IT RESOLVED that the Cordova City Council hereby requests the following programs be reinstated or initiated in Cordova: They are not given in priority order.

Office of the Governor

Reinstatement of the Governor's Office in Cordova

Department of Health and Social Services

Reinstatement of the Public Health Nurse Position

Department of Labor

Reopening of the Job Service Office

Department of Natural Resources

Construction and operation of a state park with camping facilities

Department of Transportation and Public Facilities

Restore the level of road maintenance of state roads to previous level

Paving of Whitshed Road

Finish building the Copper River Highway

Construct a sidewalk across Odiak Slough

Restore ferry service to previous level

Change the administration of the Corvova office to the Northern District

Construction of a bike/pedestrian trail to Mile 13 of the Copper River Highway

Repair or replacement of the ferry transfer bridge in a timely manner

Winter road maintenance on the Copper River Highway as far as the Forest Service Ski Trails

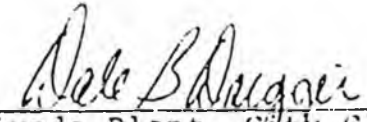
Legislative Affairs Office

Institution of a Legislative Information Office

PASSED AND APPROVED THIS 17th DAY OF January, 1990.



Mayor Robert Van Brocklin

for 

D. Lynda Plant, City Clerk



Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755

Senator Jack Coghill
Alaska State Legislature
P.O. Box V MS 3100
Juneau, Ak. 99811

March 9, 1990

Dear Senator Coghill,

We have received and reviewed the toll road feasibility study on the copper river highway. We find the report to be thorough, positive, and accurate. We also concur with the conclusion that a direct state appropriation for the full amount is the best way to fund this project.

We were pleased to see that the toll revenues generated from this project were more than sufficient to cover all of the maintenance cost for a year around road, plus produce a surplus of approximately \$600,000 per year. This surplus could be returned to the D.O.T. operating budget to help pay for maintenance in other districts.

One point that may have been overlooked is that the additional visitor traffic to Cordova that would be generated by completing this road would also increase revenues for the ferry Bartlet. Currently, the Bartlet is operating out of Cordova at only 17% of its vehicular capacity. The completed road would provide an increase in demand and possibly make the ferry a profit making venture. The copper river highway could in fact produce surplus revenues for the state in excess of one million dollars per year!!

Clearly, the copper river highway is an exceptional opportunity for our state. We urge you to give this project your full support. Also, please find enclosed a copy of the City of Cordova's recent resolution asking you to do the same.

Sincerely,

Scott Novak, President

*Jack, This was sent personally
To all Senators Thank you for your
support & foresight*

Alaska Road Opportunities for Access & Development Association

James B Cawthon
1885 East Tudor Rd. #303E
Anchorage Alaska 99507

March 9, 1990

Alaska State Legislature
Members of the Senate
P.O. Box V (MS3100)
Juneau, Alaska 99811

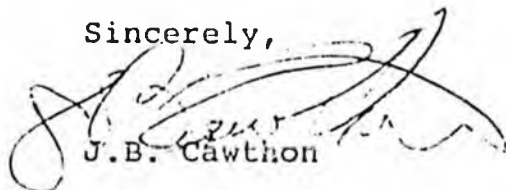
My Dear Senator:

Please take some time out of your busy schedule to review the attached, You should find this of intrest.

The writer is not a professional and this will show in his work, Regardless there is an extremely important situation exposed here that demands the attention of all who cherish this great State.

Thank you, I am,

Sincerely,



J.B. Cawthon

PLEASE NOTE: This is not a news release, this letter is not intended for general distribution. The right to reproduce is granted only with this restraint in mind.

Anchorage Alaska 3/6/90

The Exxon Valdez grounding and oil spill disaster has captured today's headlines. This I believe would be the right time for the State of Alaska to take a long hard look at their own public relations and Liability hazards.

To be specific, I have in mind a real darb. The short piggy back shuttle the Alaska Rail Road operates between Portage Station and the Port of Whittier on Prince William Sound.

This operation often termed a money loser by the railroad, exists today because this small town orphan is without political clout. The Legislature with typical regional protectionism controlling their votes, have never seen the need to fund the few miles of highway involved.

This neglect has created an economic burden on this part of the State, but most importantly, we have created a situation that grows progressively worse each year as use of this port by the tourist industry increases year by year.

The Whittier route is about twelve miles by rail. Special R.R. cars are used to haul passenger filled automobiles and large busses. There is nothing new or unusual about this, it is a common practice in Mexico as well as other less developed, road less countries.

What is unusual is that to my knowledge Alaska is the only undeveloped area that is foolish enough to risk not securing the carried vehicles to the R.R. Flat car!

The rails also cut through two mountain ranges via two tunnels a total of some five miles of unlined tunnels, which lack even roof bolts and wire to protect the trains from rock falls. This is most unusual in this day and age.

I do not believe these tunnels would pass a U.S. Bureau of Mines inspection as a haulage tunnel, If Miners were transported to and from work through them! Do we Alaskans have less concern for our visitors and residents than the Mining industry has for their Miners?

During the season many thousands of tourists are landed and disembark in Whittier, often as many as three thousand a day. They travel as guests of the cruise ships, (over 50 in 89) the Alaska Marine highway ferry system and various other local tour operators.

They are shuttled to and from Whittier often in busses, forty to a bus, fourteen to sixteen to a train. Some including the walk on ferry passengers use two or more ninety passenger double decker R.R. cars. The remaining of the flat cars are used when available by locals and trucking firms hauling goods and also much fresh and frozen sea food products to the Anchorage Air Port.

There are some one thousand Passengers per train and they represent every walk of life, They are the loved ones of families around the world. Most were attracted to Alaska by the millions of dollars Alaska and the tour and cruise lines have invested in advertising and promotional programs.

From strictly a mercenary view these millions invested are at risk along with the lives of our Golden Geese. These precious lives are not a worthy gamble, Alaska has allowed a situation to develop here so filled with risk and fraught with danger, that the Exxon Valdez episode in retrospect will one day look quite inconsequential as a tragedy and public relations disaster. Unless immediate changes are made.

For just one horror filled moment I ask you to take a moment of your busy day and give thought to the unthinkable. What would be the consequences if there should be a rock fall the size of the one that derailed the train last year, off season thank god.

Picture in your mind the sudden violent derailment as the speeding locomotive strikes tons of fallen boulders. Busses, automobiles and trucks virtually take wing, the lighter vehicles are crushed like so much tissue paper by the heavier busses and trucks.

The stale air of the tunnel in seconds is filled with the fumes of gasoline, it is as though a giant atomizer had been used, the air is saturated and mixed with the heavier fumes of diesel fuel from the ruptured tank of the locomotive, it becomes very hard to breathe.

The sudden shock of the accident is followed by deep silence, no longer can the crashing and tearing of metal be heard, the screams are gone, there is only silence. It is pitch black in the unlighted tunnel and now as the shock wears off the first sounds of life can be heard coming out of the darkness. A low moaning sound grows loud.

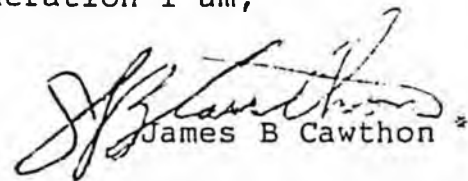
Suddenly out of the inky blackness there is an intensely bright flash of light, a cigarette lighter perhaps, an electrical or static spark, it matters little or not for at that instance there is a huge all enveloping "POOF" the sound of exploding fuel.

The erie silence is now filled by the terror filled screams of hundreds, the voices of the doomed. Man, woman, Child it is all the same in the Hell that follows, for in only a few brief minutes the oxygen is burned out of the air. Once again there is silence, even the fire in its ferocity did not survive.

EXAGGERATION you say! The chances of this scenario happening I would wager are a MILLION or more times greater than the chances of the Exxon Valdez striking Bligh reef. Its a sucker bet if I ever saw one. I can not believe the State Legislature would knowingly take the gamble knowing the stakes.

A highway link to Whittier is vital as well to the future of Alaska and might be considered mighty cheap insurance. The rock fall in the tunnel last year, by the way required from Saturday after noon to Monday morning to clean up. This in its self would be a major disaster had it occurred during the tourist season. Remember there is no way in or out of town except by sea and rail.

Thank you for your time and consideration I am,


James B Cawthon *

* *The writer is a second generation Alaskan who at seventy is sincerely interested in the future of both the State and Alaskans.*

1885 East Tudor Rd. #303E
Anchorage, Alaska 99507
phone (907) 561 7347

The Anchorage Times

Alaska's Best Newspaper



Alaskan owned and operated since 1915

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Publisher Emeritus

Our purpose: To present a balanced, accurate, impartial news report; to watchdog government and other institutions depending on the public for support; to provide wholesome family entertainment; and to support on our editorial page environmentally sound development of our natural resources and a diversity of other economic opportunities.

18-1 for progress

ONCE MORE the members of the Alaska House are going to have to step up and be counted — like it or not.

The Senate on an overwhelming vote has passed to the ladies and gentlemen of the House a bill that would authorize a \$25 million bond issue to finance a toll road that finally — at long last, after decades of sorry debate — would connect Cordova by highway to the rest of Alaska.

Will the House go along with the proposal — or will it cave in to the environmental extremists and a lot of people who come up from Seattle in the summertime to become Cordova residents for three months?

IT'S LUDICROUS that this highway link has been so long delayed. In this case, even if Cordova residents

giving has gone on and on, bolstered by a contention that Cordova residents are divided about 50-50 on whether there should be a road. The city council, too, is divided. But the interests of the state are clear. Trade and commerce and tourism and public safety all speak to the need.

THE ADMINISTRATION and the state Department of Transportation and Public Facilities have been derelict in not pursuing this matter to a conclusion. But the sad truth is that DOT isn't in the road building business any more, because those in charge don't believe in it.

The Senate, however, asserted itself in a powerful way — giving the bonding proposal an 18-1 endorsement. The lone vote against the proposal was cast by

PUBLIC OPINION MESSAGE

PUBLIC OPINION MESSAGE

TO: SENATOR COGHILL

TO: SENATOR COGHILL

NAME: MARIA ADKINS

NAME: MARIA ADKINS

TITLE:

TITLE:

ADDRESS: BOX 661

ADDRESS: BOX 661

CITY: CORDOVA, AK

ZIP: 99574

CITY: BIG LAKE, AK

ZIP: 99507

PHONE: 424-7311

PHONE: 852-3333

LL NO: SB 236

BILL NO: SB 236

SUBJECT: REVENUE BONDS FOR COPPER RIVER HIGHWAY

SUBJECT: REVENUE BONDS FOR COPPER RIVER HIGHWAY

MESSAGE: LADIES AND GENTLEMEN, THANK YOU FOR A JOB WELL DONE IN PASSING

MESSAGE: THE PASSAGE OF SB236 IS PROGRESSIVE MOVE FOR THE STATE OF ALASKA,

SB236. NORTH GULF COAST, THE REST OF ALASKA, COPPER RIVER HIGHWAY NEEDS

AND MOVING IN A POSITIVE DIRECTION IN UPGRADING OLD ROADS AND CONSTRUCTING

ALL THE HELP IT CAN GET TO COMPLETE THIS HIGHWAY AS EXPEDITIOUSLY AS

OR COMPLETING NEW ONES. DUE TO THE LOGISTICS I HAVE RELOCATED MY FISHERTIES

POSSIBLE. IT IS REFRESHING AT LONG LAST AT HAVING A LEGISLATIVE BODY

AND TENDERS CHARTER BUSINESS TO VALDEZ. I MAINTAIN FAMILY, FRIENDS AND

MOVING IN THE RIGHT DIRECTION TO SERVE ALL THE VOTERS OF ALASKA. THANK YOU.

IS LONG OVERDUE TO DRIVE TO CORDOVA.

PHONE: 00114412

PHONE: 00114412

DATE: 03/15/90

DATE: 03/15/90

TIME: 11:44:12

TIME: 11:44:12

PHONE: JUNEAO 110

PHONE: JUNEAO 110

COPIES: SENATORS

COPIES: SENATORS

ADAMS
BINKLEY
DUNCAN
ELIASON
FAHRENHAMP
FAIKS
FISCHER
FRANK
HALFORD
JONES
KELLY
KERTTULA
PEARCE
POUPHOT
PONEY
STURGUENSKI
SZYMANSKI
UEHLING
ZHAROFF

ADAMS
BINKLEY
DUNCAN
ELIASON
FAHRENHAMP
FAIKS
FISCHER
FRANK
HALFORD
JONES
KELLY
KERTTULA
PEARCE
POUPHOT
PONEY
STURGUENSKI
SZYMANSKI
UEHLING
ZHAROFF

PUBLIC OPINION MESSAGE

DEAR: SENATOR COGHILL

NAME: MARLA ADRIANS

TITLE:

RESS: BOX 461

CITY: CORDOVA, AK

PHONE: 424-7311

BILL NO: SB 236

SUBJECT: REVENUE BONDS FOR COPPER RIVER HIGHWAY

MESSAGE: PLEASE DO PASS SB236 FUNDING FOR COPPER RIVER HIGHWAY BY COGHILL AND

MANSKI. THIS UNCOMPLETED STRETCH IS LONG OVERDUE FOR POTENTIAL OIL SPILL

RESPONSE FOR THE GULF, TOURISM, ECONOMY. IT IS A MUST. THANK YOU FOR YOUR

OPERATION. MISS COPPER RIVER HIGHWAY, CORDOVA ALASKA

PHID: 00090449

DATE: 03/14/90

TIME: 09:04:49

NAME: BUREAU LIO

LIES: SENATORS

ADAMS
 BINLEY
 DUNCAN
 ELIASON
 FAHRENKAMP
 FAIKS
 FISCHER
 FRANK
 HALFORD
 JONES
 KELLY
 KERTTULA
 PEARCE
 POURCHOT
 RODEY
 STURGULEWSKI
 SZYMIANSKI
 UEHING
 ZHAROFF

PUBLIC OPINION MESSAGE

DEAR: SENATOR COGHILL

NAME: MARLA ADRIANS

TITLE:

ADDRESS: BOX 461

CITY: CORDOVA

PHONE: 424-7311

BILL NO: SB 236

SUBJECT: REVENUE BONDS FOR COPPER RIVER HIGHWAY

MESSAGE: THE OIL SPILL DEMONSTRATED THE ESSENTIAL NEED FOR ACCESS TO PROTECT

THE LAND. PLEASE SUPPORT ANY AND ALL MEANS TO BUILD THE COPPER RIVER ROAD

NOW. PLEASE PASS SB236 UNANIMOUSLY TODAY.

PHID: 00090449

DATE: 03/14/90

TIME: 09:18:49

NAME: BUREAU LIO

LIES: SENATORS

ADAMS
 BINLEY
 DUNCAN
 ELIASON
 FAHRENKAMP
 FAIKS
 FISCHER
 FRANK
 HALFORD
 JONES
 KELLY
 KERTTULA
 PEARCE
 POURCHOT
 RODEY
 STURGULEWSKI
 SZYMIANSKI
 UEHING
 ZHAROFF

PUBLIC OPINION MESSAGE

AR: SENATOR COGHILL

NAME: SUE LAIRD

FILE:

ESS: POB 1624

ITY: CORDOVA

ZIP: 99574

ONE: 424-3926

NO: SB 236

ECT: REVENUE BONDS FOR COPPER RIVER HIGHWAY

AGE: PLEASE QUESTION 25 MILLION IN REVENUE BONDS TO BUILD THE COPPER RIVER
HIGHWAY INTO A SEASONAL, SUBSTANDARD, 4 WHEEL DRIVE, PIONEER, TOLL ROAD,
SAFE, ENERGY EFFICIENT, PUBLIC TRANSPORTATION IS OUR FUTURE. PLEASE
CONSIDER INSTEAD, BUILDING THE SHORTER ROAD TO WHITTIER AND INCREASING
FERRY SERVICE TO ALL COMMUNITIES IN PRINCE WILLIAM SOUND.

OHID: 14111501

DATE: 03/21/90

TIME: 11:15:01

NAME: HAI-SU LIO

PILS: REPRESENTATIVES SENATORS

FOSTER
HOFFMAN
LARSON
KUDINA

BERTIOLA
SZYMANSKI
JONES
TARPENBAMP
FISCHER
FOURCHOT
ETHELLEY
UEHLING
BUNGAN
FRANK
PEARCE
ZIMPOFF

PUBLIC OPINION MESSAGE

DEAR: SENATOR COBURN

NAME: SCOTT ROYAL
TITLE:
ADDRESS: PO BOX 1703
CITY: CORDOVA, AK
PHONE: 907-7100

ZIP: 99574

BILL NO: SB 236

SUBJECT: REVENUE BONDS FOR COPPER RIVER HIGHWAY

MESSAGE: I URGE YOU TO PASS THIS BILL AND PLEASE REMEMBER THAT 80% OF ALL ALASKANS SUPPORT NEW ROADS.

PHID: 00165051

DATE: 03/13/90

TIME: 16:52:51

LOCATION: JUNEAU LIO

COPIES: SENATORS

ADAMS
BIRCH
DUNCAN
ELIASON
FAHREHARDT
FAIRBANKS
FISCHER
FRANK
HALLOPP
JONES
KELLY
KERTHA
PEARCE
POURCHOT
ROBERT
STURGEON
SZYMANSKI
UEHLING
ZIMMER

PUBLIC OPINION MESSAGE

DEAR: SENATOR COGHILL

NAME: ANN L. STOW

TITLE:

ADDRESS: 1111 OCEAN VIEW DRIVE

CITY: ANCHORAGE

ZIP: 99515

PHONE: 345-5436

BILL NO:

SUBJECT: CORDOVA ROAD

MESSAGE: I WOULD ENCOURAGE YOU HIGHLY TO GET THE ROAD TO CORDOVA IN. EVEN IF IT IS A TOLL ROAD, I BELIEVE PEOPLE WILL BE MORE THAN HAPPY TO PAY THE FEE. I HAVE LIVED IN ALASKA FOR OVER 50 YEARS AND HAVE NEVER HAD THE PRIVILEGE OF GOING TO CORDOVA BECAUSE THERE WAS NO ROAD. I THINK IT WILL BE A GREAT BOOST TO OUR TOURISM. /CMR

POMID: 03155543

DATE: 03/19/90

TIME: 15:55:43

LOCATION: ANCHORAGE LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

BARNES	BOUCHER	ADAMS
BOYER	BROWN	BINKLEY
COLLINS	COTTEN	DUNCAN
DAVIDSON	DAVIS, C.	ELIASON
DAVIS, M.	DONLEY	FAHRENKAMP
ELLIS	FINKELSTEIN	FAIKS
FOSTER	FURNACE	FISCHER
GOLL	GRUENBERG	FRANK
GRUSSENDORF	HANLEY	HALFORD
HOFFMAN	HUDSON	JONES
JACKO	KOPONEN	KELLY
KUBINA	LARSON	KERTTULA
LEMAN	MACLEAN	PEARCE
MARTIN	MENARD	POURCHOT
MILLER	HAVARRE	RODEY
PETTYJOHN	PHILLIPS	STURGULENSKI
RIEGER	SHARP	SZYMANSKI
SHULTZ	SWACKHAMMER	UEHLING
TAYLOR	ULMER	ZHAROFF
WALLIS	ZAWACKI	

PUBLIC OPINION MESSAGE

DEAR: SENATOR COGHILL

NAME: JO KING

TITLE:

ADDRESS: P.O. BOX 27

CITY: CHITINA

ZIP: 99566

PHONE: N.P.

BILL NO:

SUBJECT: PROPOSED CORDOVA HIGHWAY

MESSAGE: I SUPPORT THE CORDOVA ROAD. 23 PLUS PEOPLE WHO HAVE BOUGHT LAND FROM ME ARE VERY INTERESTED IN ACCESS TO THEIR PROPERTY. WITHOUT THIS ROAD VIA CHITINA, THEY WOULD BE PROHIBITED FROM ACCESS. I WOULD ALSO PREFER THAT IT NOT BE CONSIDERED A TOLL ROAD. /JW

POMID: 03155559

DATE: 03/19/90

TIME: 15:55:59

LOCATION: ANCHORAGE LIO

COPIES: REPRESENTATIVES SENATORS

EDVINA	JONES
GRUSSENDORF	FAHRENKAMP
HUDSON	FISCHER
LEMAN	POURCHOT
FOSTER	

PUBLIC OPINION MESSAGE

DEAR: SENATOR COGHILL

NAME: JULIE CLARK

TITLE:

ADDRESS: 1111 OCEAN VIEW DRIVE

CITY: ANCHORAGE

ZIP: 99515

PHONE: 545-5061

BILL NO:

SUBJECT: ROAD TO CORDOVA

MESSAGE: YES, BUILD THE ROAD TO CORDOVA TO CHITNA. LET'S SPREAD THE TOURISM AROUND SO WE CAN ALL HAVE A BITE. IT WILL ALSO SPREAD TOURISM AWAY FROM OVERUSED AREAS. THANK

PHONE: 03162014

DATE: 03/19/90

TIME: 16:20:14

LOCATION: ANCHORAGE LIO

COPIES: PEOPLE REPRESENTATIVES SENATORS

BARNES	BOUCHER	ADAMS
BOYER	BROWN	BIRKLEY
COLLINS	COTTEN	DUNCAN
DAVIDSON	DAVIS, C.	ELIASON
DAVIS, H.	DONLEY	FAHRENHAMP
ELLIS	FINKELSTEIN	FALTS
FOSTER	FURNACE	FISCHER
GOLL	GRUENBERG	FRANK
GRUSSENDORF	HANLEY	HALFORD
HOFFMAN	HUDSON	JONES
JACIO	KOPONEN	KELLY
KUBINA	LARSON	KERTTILA
LEMAN	MACLEAN	PEARCE
MARTIN	MENARD	POURCHOT
MILLER	NAVARRA	RODEY
PETTYJOHN	PHILLIPS	STURGULEWSKI
RIEGER	SHARP	SZYMANSKI
SHULTZ	SNACKHAMMER	UEHLING
TAYLOR	ULMER	ZIAROFF
WALLIS	ZAHACKI	

Marla Jean Adkins

P.O. Box 461
Cordova, Alaska 99574
(907) 424-7311

2-2-90

Tim Kelly
Senator
Senate President
PO Box 7
Juneau, Ak.

Dear Senator Kelly:

I re-read with interest your Press Releases of sometime back regarding Prince Wm Sound, Whittier road and Copper River Highway. With legislature in session, I feel it is the proper time to drop these lines and ask for your cooperation.

I am certain you have viewed the Poll response that was done by a professional firm for Copper River Highway by ALASKA R.O.A.D Assoc?

I would like to ask at this time....after 50 plus years.... for you to Sponsor a bill or at least perhaps with with Coghill or and co-sponsor, lending the strength of your office, to allocate monies to complete COPPER RIVER HIGHWAY. For starters we should not be waiting more years, with the protection of our Gulf Coast on line for Oil Response and backup.

I would immediately like to see a \$1,000,000 (million) to begin Design and preliminary construction, plus funds to cross the Allan River this summer. This will back up the funds put in the last two years between the Million Dollar Bridge and Allan River on work done out of Valdez. I believe Maintenance funds were used but no funds were issued back to DOT by the legislature.

I do not need to remind you that if Alaska is going to seek Tourism and move forward, unlock the North Gulf Coast at least a little, we must MOVE AHEAD with a MAJOR ROAD PROGRAM which includes new roads and upgrading our old, or we waste our efforts and \$.

With our Jet Port here, Tourism on the climb in the Sound, Oil future, the Nations largest National Park to enjoy....completion and immediately of COPPER RIVER HIGHWAY is a must.

Sincerely Yours,

Marla J. Adkins
Marla Jean Adkins

Alternatives for Cordova
Box 1111
Cordova, AK 99574

April 1988

Mr. Senator Fortson

The construction of a highway to Cordova seems to be an active issue this session. Alternatives for Cordova is a group of citizens which does not favor this project. We would like to emphasize how divided the community remains on the issue.

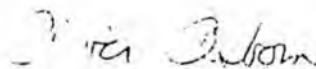
A brief review of past political decisions reflects this division. In about 1981, a community-wide straw poll showed 60% of the community against a Copper River Highway. About four years later, a similar poll, but this time restricted to only voters within the Cordova City Limits, showed about 50% of voters in favor of the road. In December of 1989, the City Council voted \$35,000 of funding for the Alaska R.O.A.D. Assn., a local pro-Highway group. The vote was a tie vote, broken by the mayor. Then two months later, the vote was rescinded and the money withdrawn, again by a tie vote broken by the mayor.

These experiences show how split the community is regarding a Copper River Highway. A fair estimate is that half of the community is against a road, and half is for a road. We believe that a Copper River Highway should not be started when the community it serves remains so divided about the benefits.

We would like to emphasize other pressing needs of Cordova. We need immediate improvement in ferry access. Even should you favor a road, the completion would be years off, and we need the improved access now, by ferry. Cordova needs help solving its' energy needs, and the Cordova Electric Cooperative will be asking for help in funding a hydroelectric project. Cheaper electricity is absolutely necessary for Cordova to maintain its' traditional economic base of fish processing.

You will be hearing a lot from the Alaska R.O.A.D. Assn. this year. The push will be to fund a "pioneer road" as a less expensive option. However, a "pioneer road" likely would not be safe for heavy traffic such as freight trucks or tour buses. It may do little for the basic industrial base of the town, which would still rely on Sealand and the ferry. Eventual upgrade to highway status will require hundreds of millions of dollars. Approximately half of the voters of this area do not want to spend their public monies on such a project.

Sincerely,



Oliver Osborn

cc:all legislators

Post-It brand fax transmittal memo 7671		• of pages • 2	
To Jack Coghill	From Larry Hogan		
Co Senate	Co AK ROAD		
Dept	Phone # 424 5298		
Fax #	Fax # 424 5755		



P.O. Box 1477
 Valdez, Alaska 99686
 (907) 835-2984

RESOLUTION 89-7

WHEREAS, the environmental tragedy in the Prince William Sound in 1989 clearly demonstrated the economic dangers inherent in single resource based economies in small Alaskan communities; and

WHEREAS, tourism and the resultant commerce show the greatest potential for Alaska's future economic development; and

WHEREAS, visitors prefer looping linear routes to view a continuing array of scenic wonders; and

WHEREAS, the City of Whittier is desirous of road access to Portage; and

WHEREAS, the City of Cordova is desirous of renewal of overland access via the historical right-of-way of the Copper River & Northwestern Railroad to Chitina; and

WHEREAS, the opening of these two routes would dramatically increase the tourist looping potential of the entire region; and

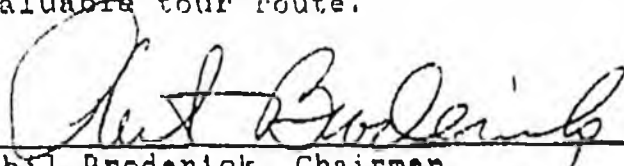
WHEREAS, the Copper River route was historically one of the most popular scenic tour routes as a portion of the Golden Belt Tour of the Alaska Steamship Co. days, and is currently designated as State Highway Route 10; and

WHEREAS, the Whittier-Portage Highway is, via connection with the Alaska Marine Highway, an extension of this important scenic tour route;

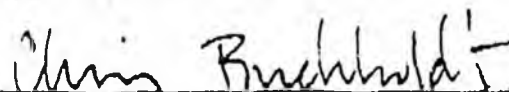
NOW THEREFORE BE IT RESOLVED, that the Prince William Sound Tourism Coalition does hereby support the designation of this route as State Highway Route 10 from the Seward Highway at Portage to the Richardson Highway at the Edgerton Cut-off via Whittier, the Alaska Marine Highway, Cordova, and Chitina; and

PWSTC Resolution 89-7, cont'd

BE IT FURTHER RESOLVED, that the Prince William Sound Tourism Coalition urges the State of Alaska to continue its work toward the completion of this invaluable tour route.



Phil Broderick, Chairman



Chris Buchholdt, Secretary



Alaska R.O.A.D. Association

P.O. Box 535, Cordova, Alaska 99574-0535
(907) 424-5755

March 29, 1989

Mark Hickey, Commisioner
Department of Transportation & Public Finance
3132 Channel Drive
Box Z
Juneau, AK 99811

Dear Commissioner Hickey,

Word has reached me from multiple sources that you are seeking a four or five page document which clearly and concisely demonstrates the need for the construction of the Copper River Road.

With some trepidation, I offer the following five page essay. My reservations arise because there well may be topics for further study contained herein. Little is said here that has not been previously studied. In fact the material is all contained in the book this letter is bound with.

I hope the attachment of this book will help forestall any further occurrence of "historical amnesia" I was somewhat chagrined to learn that two weeks ago you ordered what amounts to a "study of the studies" in conjunction with the request for proposals on the toll feasibility. I believe this proven route has already been studied beyond reason.

The disasterous effects of the oil spill on Cordova's single basis economy are being clearly demonstrated here now. This occurrence will, hopefully, push the legislature to finally "find" the plttance needed to make the Copper River Road a reality now, to help save Cordova from extinction.

Build the Copper River Road Now !!!

Respectfully submitted,

Larry M. Hogan

In 1909 the Cordova paper stated that the railroad itself was Cordova's "Bonanza". It "insured" the economic stability of the region. The economic base of Cordova has not improved since the railroad closed fifty years ago. In point of fact the economy has undergone a slow erosion. There are fewer businesses and persons here than there were in 1938. The "insurance" for Cordova's future lies in the re-opening of the overland transportation link. It would allow Cordova to grow and plan for the future. The economic viability will be enhanced by increased accessibility. Cordova's opportunity to partake of the booming visitor industry coming into vibrant life in Alaska will be exponentially increased, as tourists will be able to loop through the area, continuing in linear travel, which has been clearly shown to be the preference of tourists.

Alaska's greatest need today is the development of an extensive highway system which would provide not only continuous transportation to all parts of the state, but would at the same time open up the resources of vast areas of the country which have lain dormant due to lack of adequate roads. Roads are needed if Alaska is going to begin to take care of herself. The continual fifty year delay in opening the Copper River Road is as restrictive and harmful to the development of the region as was the Department of the Interior's withdrawal of the Bering River coal fields 83 years ago. Cordova remains the only south central Alaska community not connected to the state highway system.

The native corporations of Ahtna, Chitina, Eyak and Chugach have all stated their strong support for this route's completion. The Cordova Chamber has pursued this road for over fifty years. The interior communities of Chitina, Kenney Lake, Copper Center, and others up to and including Fairbanks have shown strong support. Cordova's coastal neighbors who have roads have indicated strong support. The state must grow to maturity.

Governor Cowper clearly addressed the need in Alaska in his swearing-in address in December of '86 when he said: "We are called upon to develop and settle this mighty land..." and further to undertake action to promote "permanent economic activity...and see that our multicultural society is a success for all of us..." Later, in his State of the State address in 1989 the Governor clearly reiterated that Alaska has been discriminated against. The exclusion of Alaska from participation in the rightful sharing of Federal gas tax monies throughout the territorial period led directly to

our current inability to help ourselves in these post-oil-boom days. When Governor Comper stated "our future is affected by commodity prices, transportation costs, and currency fluctuations..." and further stated "this is the time for real life in Alaska." He was clearly calling for expansion. He stated "this is the time".

The Copper River Road can be completed more easily than any new project in the state. The road can be re-routed advantageously in several difficult locations such as Abercrombie due to substantive changes to the course of the Copper River. This would make the all-weather considerations improve as the route can be moved away from the worst avalanche areas. Another important factor to consider is that the entire route has an existing road-bed. The right-of-way is wholly owned by the state. The entire route is at water grade with no snow passes to overcome, thus reducing possible winter maintenance costs. 72 miles from the south and 27 miles from the north have been converted. Only 32 miles of road remain to be converted. This would allow the state to maximize returns on its investment in roads in this area.

The current capital value of the Copper River Road including one lane and two lane bridges, two lane highway and one lane highway, and the potential pioneer road as exists in the railroad grade is sixty three million dollars. Interest on this amount is around six million per year. By completing the route for fifteen million, the state would begin to accrue benefits to the region and the state as a whole. Three years' interest on the amount invested would pay off the improvements. (See attachment A)

Another way to look at this economic value is on a per capita drivers served basis. The highway in its current condition is worth 60 million(+). At present approximately one thousand licensed drivers in Cordova can use the road. The per driver cost is around \$60,000. If the 100,000(+) drivers in the state had access, the cost would be around \$60 per licensed driver.

It is not unfair to expect that state government would promote progress, rather than inhibit it. Resource space in this portion of Alaska has now been clearly defined. Completion of the Copper River Road would demonstrate the sincerity of the state to aid economic progress, diversification, and stabilization. Resource development, especially tourism and recreation, would have a significant positive impact on the

regional economy. With 13.2 million acres of protected land in the Wrangell-St Elias National Monument, it is clear that this route can be built without loss of "too much" wilderness. Tourism possibilities abound with the jet port. While the coastal zone has a wet climate, the interior weather, just a short drive to the north is quite arid.

Local producers in Cordova are currently in a worsening competitive position. The shift in fish processing to highway served areas is based in a very real competitive advantage to being able to deliver your lower priced products to market in a timely and cost-of-money-wise fashion. With overland transportation fish move at \$.08/lb. to market in 60 hours. With air freight the cost is \$.33/lb. and the delivery time is not much different due to extra handling. Barge prices are very competitive with road freight, but the time line can extend to six weeks, which can destroy any profit if overall prices head downward as is usual as the season progresses. Thus, the further decline of the single economic basis of Cordova is inevitable, as fishermen follow processing away from Cordova.

Fishing downturns reverberate through the economy of a single base area like Cordova. Stabilization through diversification is essential. Cordova's basic transportation, the ferry system, is continually hampered by natural disasters. Weather, earthquakes which un-bed the engines, and oil spills all can have serious de-stabilizing effects.

Chugach Alaska is the biggest fish product producer in the area. They have clearly stated their desire to see this route finished. The Copper River Fisherman's Co-operative has likewise stated the necessity of completing the route, and have considered moving if there is no over-land transportation link forthcoming, as it's needed to remain competitive in today's market.

Availability of inexpensive over-land transportation will also help stabilize the work force in Cordova, while offering economic opportunities to interior residents. The road will reduce transportation costs such that it will open the door to additional new vendors who will seek markets in the Cordova district. Competition and diversity are at the heart of American business, as they lead to growth and prosperity.

The Compendium Report on the Copper River Highway (CRRH) projects approximately 83,700 visitors (175 cars/day * 2.9 visitors per car * 165

days/year) would come to Cordova over the road. With the collapse of Alaska's economy Cordova's share of the state revenues has likewise declined. The money these visitors spend could be the boost that will keep Cordova alive. With new canneries opening elsewhere to compete for Cordova's fish Cordova cannot afford to pass up this opportunity to diversify it's economy and bring money into the city.

The economic diversification of the region's economy will present numerous opportunities for additional small entrepreneurs to enter business in the region. Cordova could reasonably expect to have daily trucking deliveries. This would give rise to increased demand to service facilities allied to trucking. When shipping rates normalize, small businesses will arise to supply interior Alaska with fresh fish and timber products. This will elongate the business season in Cordova by weeks or months. This would have a strong beneficial effect on the economy of the entire region. Not building the Copper River Road essentially eliminates the commercial possibilities of trade between the coast and the interior.

Development of the travel industry will lead to its certain placement as the number one economic activity in the state. The Cordova District from tidewater to Chitina and on to McCarthy has the most wondrous array of attractions. Almost every wild-life wonder is found here. The mountain regions are unsurpassed in magnificence and beauty. The Wrangell-St. Elias National Monument is the largest park in the world. At 13.2 million acres with only a forest standard perimeter road on one border and a state highway on part of another, more than 13 acres of wilderness for each person in the state is guaranteed. With the wilderness use by all users decreasing nation-wide to well below five percent, it seems that we already have far more wilderness than is practical or usable. What we need now in Alaska is people oriented amenities, not unviewable wilderness. Little incentive will exist for small operators to expand visitor facilities until their future has the minimum guarantee of construction of the route.

The people who bought property at Tiekel River and made plans to construct a sub-division are being unjustly denied their right to access their properties and commence their lives there. Common access is within the realm of what these citizens should reasonably expect as just treatment from their state.

The Alaska Marine Highway is subject to natural and man-made disasters.

The airlines play an important part in our lives, but also are subject to various irregularities. The renewal of the land-link is only logical. The more alternative routes the better the chances of stability of economy and mutually beneficial social and political interaction. The latent demand for ferry travel has been demonstrated to be less than that of highways. People will drive where there are roads. Cordova has one of the finest jet ports in the State. Opportunities for citizens of the interior to access this port is a strong consideration. It would speed up mail service into some parts of the interior. Likewise, Cordovans could have equal access to the goods and products of the interior and regular beneficial contacts with their fellow Alaskans.

The coastal portions of the Cordova district have seen great benefits to wildlife via the hand of man. Our resident moose and Sitka black-tailed deer herds are due solely to their introduction to the coast by man. This husbandman's relationship is commonly seen wherever man interacts with the wilds. Opening the Copper River Road would not only allow people to view the majestic array of wildlife, but may offer opportunities for man to improve the lot of his fellow creatures. Several moose browse improvement areas already border the Northern reaches of the route.

The route covers some of the most important (and undiscovered) history in the State of Alaska and its early saga as a possession of the United States. It is essential that this history of the railroad and of the native peoples who lived in this region be accessed so that it may be preserved for Alaskans and other Americans to appreciate and interpret. We cannot deny ourselves our history, lest we be doomed to repeat it.

Road building and travel have always been the most American of activities. Roads built America. Alaska remains vastly under built. The people have requested that the Copper River Road should be built. The legislature has agreed. "A short-sighted and profligate government is an intolerable burden on a people who aspire to be leaders." (Steve Cowper 12/86)

The time is now.

Attachment "A"

CAPITAL VALUE OF COPPER RIVER HIGHWAY 1989

Two Lane Bridges	1.8 miles	\$23 million
One Lane Bridges	0.3 miles	4 million
Two lane Highway	55 miles	28 million
Partial Pioneer Road (Old R.R. Grade)	73 miles	8 million
Approximate Total Value		\$63 million

Approximate Annual Cost of Capital Value \$6 million .

Cost to Complete Copper River Highway (Cordova to Chitna) as a Pioneer Access Road \$15 million

Payback on this basis is less than 3 years.

Attachment "B"

COPPER RIVER HIGHWAY

BENEFITS

1. TRANSPORTATION ALTERNATIVE ROUTES
2. INTERIOR ACCESS TO A JET AIRPORT AT CORDOVA
3. INTERIOR ACCESS TO OCEAN PORTS
4. ACCESS TO TIMBER AND MINERALS
5. TOURIST ACCESS TO MAGNIFICENT ALASKAN SCENERY AND TRAVEL LOOPING
6. MARINE HIGHWAY SUPPORT TRAFFIC
7. HISTORICAL PRESERVATION OF KEY COPPER RIVER RAILROAD ELEMENTS
8. ROAD ACCESS FROM CORDOVA TO THE INTERIOR AND ALASKA HIGHWAY
9. ACCESS TO PARKS AND MONUMENTS
10. RECREATIONAL ACCESS

S B

287

HOUSE COMMITTEE REPORT

(5)

Date Referred: May 5, 1989

FURTHER REFERRALS:

Date of Committee Action: 5/6/89

The TRANSPORTATION Committee considered:

SB 287

SENATE BILL NO. 287 [CHIEF EDDIE HOFFMAN ROAD, BETHEL]
 "An Act naming the Bethel Airport road the Chief Eddie Hoffman Road."

RECOMMENDATIONS:

- be replaced with _____ the same title
- have attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):
 (Dept)

APPROVES PREVIOUS: (Date/Dept)

- fiscal impact _____
- zero fiscal note _____
- zero with analysis _____

- fiscal note(s) DOT 5/3/89
- zero fiscal note(s) _____
- zero fn/analysis _____

SIGNING DO PASS:

SIGNING:
 (Check approp. column)

Richard Dorey

Bill Hudson

Gwen A. Leman

Bette Cato

	Do Not Pass	No Rec	Amend

Bette Cato
 Chairman's Signature



Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:
HR: 8
SB: 287

DATE: 5/6/89

PLACE: House Transportation #17

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Lisa McLaren	Rep. Koponen	P.O. Box U Seward AK	99811		4457	Y	N	HR 8
						Y	N	
Juice Adair	Sen. Binkley	P.O. Box U Seward AK	99811		4985	Y	N	HB 287
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	

Hudson, test, lesson.

May 6 HR 8 SB 287

3:47 L.A. M. Ch. on
Rep. Kopsner
writer.

Rep. now I/R
Route 2

SB 287 Ser. Binkley

Route 030

Route Rep. Hols I/R

3:50

FISCAL NOTE

Revision Date:
Title: An Act naming the Bethel Airport Road the
Chief Eddie Hoffman Road

Agency Affected: DOT&PF

BRU: M&O

Sponsor: Binkley
Requestor: Binkley

Components:

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (THOUSANDS OF DOLLARS)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER*	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

Prepared by: W. Keith Gerken, Deputy Commissioner, Operations
Division:

Phone: 465-3900

Date 5/03/89

Approved by Commissioner: Mark S. Hickey
Agency: Department of Transportation and Public Facilities

Date: 5/3/89

Distribution (by preparer):

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

RECEIVED
MAY 3 1989

Changing the name of the Airport Highway
to the Chief Eddie Huffman ^{highway} sounds like
a good gesture. My recommendation
would be to repair it first, before
the name change.

Betty Huffman
Betty Huffman
L.K.S.D.
Bethel.

Senator Binkley:

I support Bill #SB 287 to have the Bethel Airport Highway
until the highway is complete before re-naming it.
Uncle Eddie wouldn't have anything pleasant to say
to us if we renamed the highway - in honor of
his hard work and dedication to our community -
in the condition it is now!

Good luck!

Shelly P. Kristovich
Bethel, Alaska

I am in support of SB287 to
rename the Highway to Chief
Eddie Hoffman Highway.

Alom Ananiani - Bethel



April 28, 1989

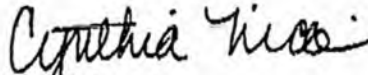
Senator John Binkley
P.O. Box V
Juneau, Alaska 99802

Dear Mr. Binkley

Eddie Hoffman Sr. did alot for the people of the Delta, alot more than I myself could only dream about. He had helped us in so many ways, both the young and old, rich or poor. In naming the Bethel road, we would only be naming a small part of our Delta. He deserves alot more than what we are now asking, in naming the Bethel road after him.

I fully support Bill #287 to change the Bethel Airport Highway to Chief Eddie Hoffman Highway.

Sincerely,



Cynthia Nicori
Bethel, Alaska

May 3, 1989

Dear John Binkley,

I am writing this letter to you in support of renaming the State highway that runs through Bethel, "Chief Eddie Hoffmann Highway."

Chief Hoffmann is still alive in the memories of residents of Bethel. He was outspoken in his sense of right and wrong toward the people's welfare in the town of Bethel and for that matter the entire Delta. This strong man deserves to be honored and I feel bestowing his name upon the new highway would give him honor that would be appreciated by all who knew him and those that only knew of him.

Leslie E. Paroak	Paul Chief
Sarah Kongs	Robert C. Kongs
Juanita M. Sreat	Pete J. Charles
Margaret M. Reed	Fritz Albert
Emma Georgine	Donald Egge
Karla Huskey	ARM STURMUR
Eula David	Debra Witt
Carl and	
Frank Cheney	

Sincerely yours,
 Carol M. Roper
 Annette Decelle
 Catherine A. Dick
 Hannah L. Broussard
 Ina & Ben
 C. J. Charles
 Chris T. Kees
 Henry Kohl

I support this proposal &
would like to see it passed

1) Robert G. John L.
Bethel, 4-28-89

2) Cory Anderson 4-28-89 (Bethel)

3) Sharon A. Samuels 4-28-89 Bethel

Jeanne Hunt 4-28-89 Bethel

April 28, 1989

Senator John Binkley
Alaska State Senate
P. O. Box "V"
Juneau, Alaska 99811

Dear Senator Binkley,

I am writing in support of your proposed legislation to change the name of the Bethel Airport Highway to the Chief Eddie Hoffman Highway. As you are aware, Chief Eddie served his people well during his lifetime, as a member of the Bethel City Council, the Bethel Native Corporation, the Kuskokwim Valley Native Corporation, the Association of Village Council Presidents, the Callista Board of Directors, the RuralCap Board of Directors (to name a few) and as the first traditional chief of the AVCP region. While serving as a member of these organizations, Eddie was not silent, but vigorously and continuously advocated for his people even when his stand was not popular.

It would be a fitting memorial to Chief Eddie to name the airport highway after him.

Sincerely,


Susan G. Murphy
Box 464
Bethel, Alaska

April 28, 1989

Senator John Binkley
P.O. Box V
Juneau, Alaska 99811

Dear Senator Binkley:

Thank you for introducing Bill # 287 to change the Bethel Airport Highway to Chief Eddie Hoffman Highway.

In the hearts of the Yup'ik peoples of this area, Chief Hoffman was a great native leader and is still sorely missed. Yes, Bethel has been very quiet since his passing.

For years the Chief, even as a young man, gave of himself tirelessly and unselfishly to service his people. Many times giving up his own personal and family life to pursue better "ways" to improve the life style, the culture and was a strong advocate for the rights of his people. I know, personally, the Chief helped many, many people not only giving them money when they need it or food when there was nothing on the table for the children to eat. His people came first and therefore I am in full support of Bill #287.

Thank you again, not only for introducing this bill, but also for taking care of this area.

Sincerely,

Bea Kristovich
Bea Kristovich
940 Front Street
P.O. Box 568
Bethel, Alaska 99559

Honorable Senator John Binkley
P. O Box V
Bethel, Alaska 99559

APRIL 28 1989

Dear Senator Binkley:

I Daisy May Lamont Isaac am in full support of the Bill # SB 287 to change the Bethel Airport Highway to Chief Eddle Hoffman.

It is only fitting and proper that official recognition and tribute be paid to Chief Hoffman and his family for the many years he served so tirelessly and unselfishly for the people in the Delta. This is the least that we can do.

Thank you for your introduction of this bill. Keep up your good work!

Sincerely,



Daisy May Lamont Isaac

PO. Box 1882
Bethel, Alaska
April 28, 1989

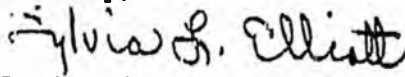
Honorable Senator John Binkley
P. O Box V
Bethel, Alaska 99559

Dear John:

I'm writing to express my full support of SB#287 to change the Bethel Airport Highway to Chief Eddie Hoffman Highway. This is one small way that we can pay official tribute to Chief Eddie who worked long and hard on behalf of all of us who have the privilege of living in the Delta.

Please do not hesitate to contact me personally if I can be of additional assistance in providing support of SB#287.

Cordially,


Sylvia Elliott

ASSOCIATION OF VILLAGE COUNCILS
Pouch 219 * Bethel, Alaska 99559 * (907) 543-3521

April 28, 1989

RECEIVED MAY 5 1989

Honorable Senator Johnne Binkley
P.O. V, Mail Stop 3100
Juneau, Alaska 99811

Dear Senator Binkley:

The Association of Village Council Presidents fully and emphatically endorses Senate Bill 287, which would change the name of the Bethel Airport Road to the Chief Eddie Hoffman Road.

As you are aware, Chief Eddie Hoffman, or "Tugkar" as he was called by his own people, was very well respected throughout the Region and the State. He was on a first name basis with politicians at all levels of government, and was sought out for advise and assistance constantly.

No problem was too large or too small for Chief Eddie Hoffman's personal attention, and his phone rang day and night with people from all walks of life seeking help.

At one time or another, he served on virtually every regional board of directors in the Yukon-Kuskokwim delta region of the State--including Calista Corporation and AVCP since their formation. He served on the Bethel City Council for more than twenty years, and several times was elected mayor.

Eddie was elected the first Traditional Chief of the AVCP Region in the mid-seventies. It was a life-long appointment by the full Board of Directors of AVCP, and Mr. Hoffman wore the title well.

He continued to live his life serving the people of the region until his death in December of 1987.

We feel that the re-naming the State highway from the Bethel Airport to Brown Slough the "Chief Eddie Hoffman Road" would be a fitting tribute and honor to a man who spent his life helping and serving the people of the Kuskokwim-Yukon Delta Region of Southwestern Alaska.

Thank you, Johnne, for introducing this bill.

Sincerely,
ASSOCIATION OF VILLAGE COUNCIL PRESIDENTS
Willie Kasayulie, Chairman


Gene Peltola, President

The following residents of Bethel are in support of the Airport road to named after "Chief Eddie Hoffman", because he was a strong advocate throughout the state, he was very active in the surrounding villages, and when people were in need of help they would turn to him for help.

5/4/89

Shelley Erickson Box 1112
 John Krige Sr Box 701
 Paul Smith Box 2201
 Ray Seane Box 7003
 Mary Walker Box 1861
 Sherry Walker Box 1861
 Eleanor Theodora Box 2017
 Darlene Evans Box D3
 Josephine Wassilie Box 1112
~~Sherry Erickson~~ Box 1112
 Steve Hoffman Box 2104
 Ignor Hoffman Box 2104
 Arnold Hopkins Box 2104
 Ralph Kade Sr Box 149
 Lita E. Box 1035
 Janet Hoffman Box 694
 Anastasia Charles Box 449
 Koranne Pate P.O. Box 1923
 Whitney Pate " " " "
 Muri Nylund Box 1757
 Barbara Skippis Box 1225
 Vera Marutai Box 27
 Lucy Karraual Box 183
 Walter Carmel Box 473
 Walter R. Kristmund Jr Box 568
 Jane S. Alef. C. 478 Bethel
 Carol Mandamus Box 7055
 Carolyn Lane Box 1752
 Ina Beamer Box 129
 Martha King Box 234
 Lucy Nipke

The following residents of Bethel are in support of the Airport road to named after "Chief Eddie Hoffman", because he was a strong advocate throughout the state, he was very active in the surrounding villages, and when people were in need of help they would turn to him for help.

Peter Napotk Sr
David K. Archer
James C. Alapina Jr P.O. Box 72
Louise King P.O. Box 234 Bethel
Mr & Mrs R.C. Jennings P.O. 58
Alice Ticholai P.O. Box 34
Tanya Ticholai P.O. 101
Allen Stahl P.O. Box 478
Mathy Wald P.O. Box 1057
Newark Jones P.O. Box 505
PO Box 723
Githlean Coleman P.O. Box 412
Kathy Moses P.O. Box 744
Theryl Moses P.O. Box 744
Vivian Moses P.O. Box 263
Joseph Vines Jr. P.O. Box 1223
Gregory J. Hoffman Jr. P.O. Box 971 - Bethel
Barth C. Paulson Box 114 Bethel
Sophie Link Box 422 Bethel
Joseph Link Jr. Box 422 Bethel
Alicia Link Box 422 Bethel
Karen Linkin Box 35 Bethel

S B

310

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCHY - STATE CAPITOL
JUPREAU, ALASKA 99811
907-465-3800

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

SB 310

House Transportation

5/1/90