

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672

6205 HOUSE TRANSPORTATION

609

FAIRBANKS INTERNATIONAL AIRPORT
CALENDAR YEAR STATISTICS

** Passengers **

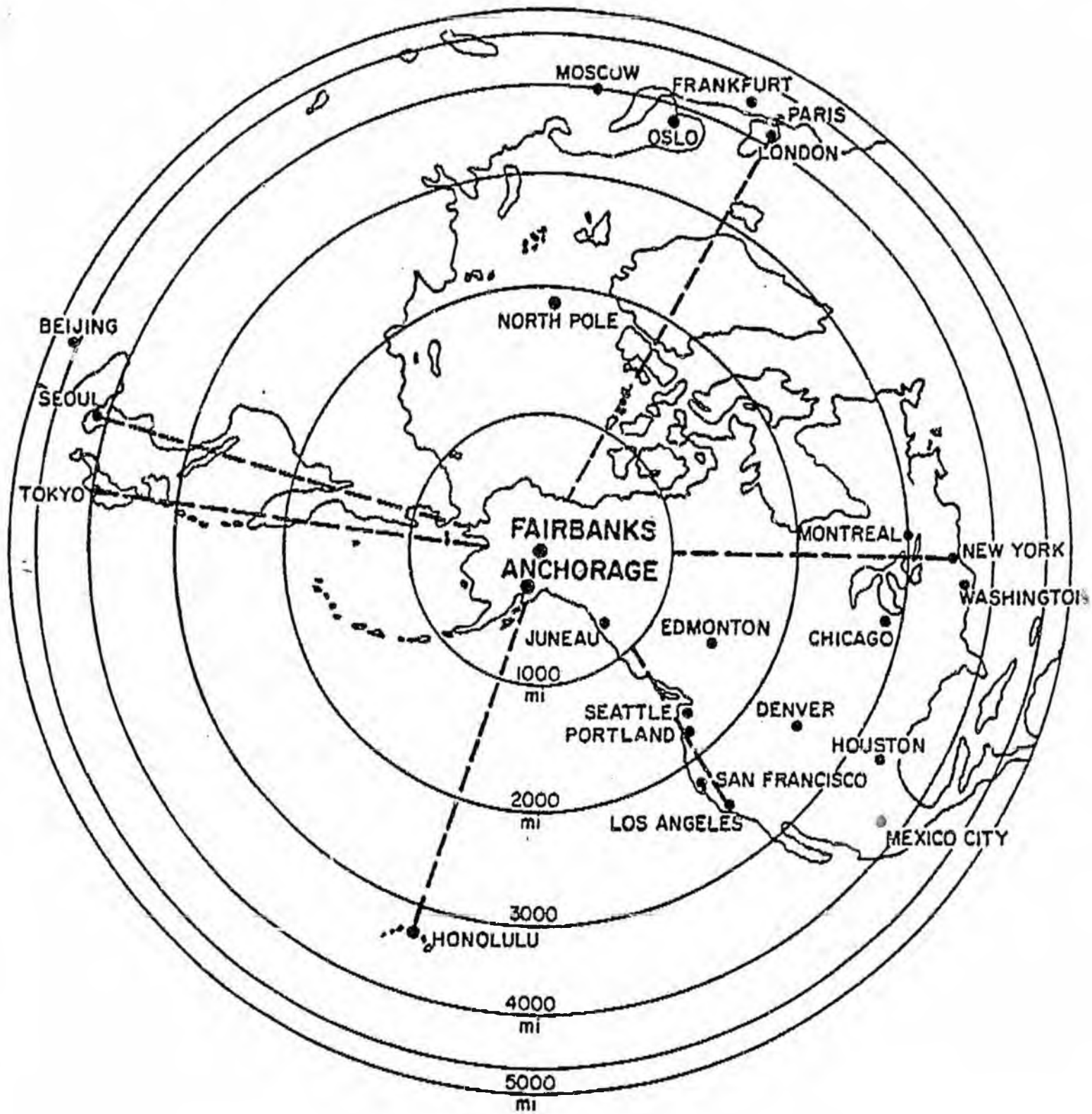
** Freight **

Year	In		Total		Total All	In		Out	Total	Revenue Landings	Jet Landings
	In	Out	In-Out	Transit		In	Out				
1957	41,750	45,828	87,578		87,578	5,962,490	13,680,413	19,642,903	5,241		
1958	42,754	42,569	85,323		85,323	5,558,924	12,406,376	17,965,300	4,641		
1959	47,436	50,601	98,037		98,037	7,050,789	20,456,903	27,507,692	5,913		
1960	53,703	57,566	111,269		111,269	7,204,129	20,046,607	27,250,736	6,117		
1961	73,818	67,767	141,585		141,585	8,135,523	20,452,143	28,587,666	6,278		
1962	60,541	61,589	122,130	11,866	133,994	7,266,690	17,545,453	24,812,143	5,036		
1963	62,724	65,923	128,647	9,139	137,786	8,164,022	19,928,034	28,092,056	4,810		
1964	67,917	68,961	136,878	15,718	152,596	10,738,365	20,191,224	30,929,589	4,344	397	
1965	73,108	72,011	145,119	7,774	152,893	10,597,006	18,920,292	29,517,378	5,352	362	
1966	76,358	75,240	151,598	3,136	154,734	11,202,908	22,365,840	33,568,748	3,812	453	
1967	97,530	99,952	197,482	3,709	201,191	12,823,370	17,846,366	30,669,736	4,984	1,027	
1968	116,504	119,473	235,977	6,075	242,052	12,830,701	27,638,908	40,469,609	8,338	1,050	
1969	157,345	157,710	315,055	24,802	339,857	25,336,566	215,186,073	240,522,639	22,563	3,798	
1970	154,964	163,031	322,995	70,473	393,468	28,868,790	92,686,296	121,555,086	14,861	4,956	
1971	137,277	142,695	279,972	77,230	357,202	25,741,856	92,575,093	118,316,949	10,856	5,072	
1972	150,507	149,491	299,998	53,628	353,626	32,818,688	80,352,479	113,171,167	9,145	4,459	
1973	139,781	142,073	281,854	49,629	331,483	26,319,584	67,529,036	93,848,620	8,189	4,157	
1974	206,696	231,978	438,674	42,245	480,919	45,880,236	365,369,760	411,249,990	25,416	5,159	
1975	320,315	333,270	653,585	8,286	661,871	47,931,240	312,473,064	360,404,304	25,990	7,047	
1976	360,547	365,223	725,770	1,163	726,933	41,092,500	144,447,309	185,539,809	20,110	6,707	
1977	280,166	276,157	556,323	2,304	558,627	38,688,440	114,166,044	152,854,484	16,242	5,503	
1978	246,262	256,861	503,123	10,272	513,395	40,106,231	116,382,482	156,488,713	13,443	5,507	
1979	227,372	235,206	462,578	425	463,003	24,901,590	95,412,195	120,313,785	13,148	7,003	
1980	221,194	226,291	447,485	555	448,040	26,771,439	105,136,560	131,908,019	14,345	7,899	
1981	249,832	249,101	498,933	1,663	500,596	35,630,135	116,067,656	151,697,791	16,172	8,313	
1982	285,937	289,711	575,648	18,017	593,665	29,061,682	81,476,953	110,538,635	15,608	8,589	
1983	285,944	287,872	573,816	28,479	602,295	27,081,372	63,946,339	91,027,711	15,090	8,002	
1984	293,367	296,237	589,604	24,688	614,292	23,475,659	47,252,969	70,728,628	16,061	8,943	
1985	274,921	270,826	545,747	46,742	592,489	14,981,160	36,183,723	51,164,883	14,274	5,941	
1986	259,259	255,665	514,924	44,915	559,839	10,114,119	41,012,765	51,126,884	15,071	6,632	
1987	243,207	244,391	487,598	38,543	526,141	10,244,507	37,524,470	47,768,977	13,744	5,361	
1988	251,753	253,956	505,709	39,792	545,501	14,732,247	40,785,068	55,517,315	15,195	5,905	

FEB 01 '89 09:30 AIAS

NOV 24 '80 20:54 DOT FAIRBANKS INT'L AIRPORT

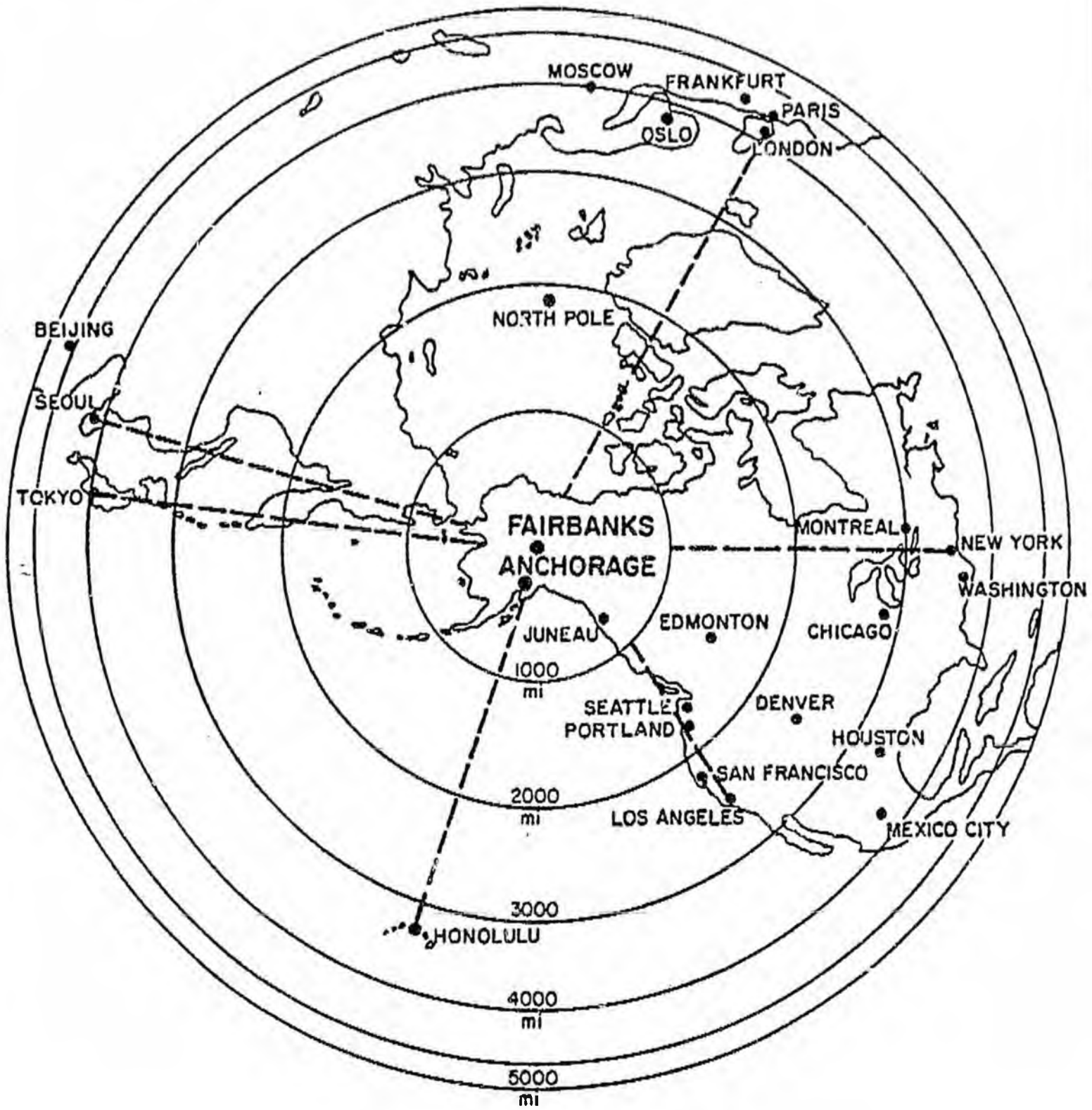
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**GLOBAL PROJECTION CENTERED ON
ANCHORAGE AND FAIRBANKS
ALASKA**

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**



**GLOBAL PROJECTION CENTERED ON
ANCHORAGE AND FAIRBANKS
ALASKA**



Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:
CS/SJR: 15

DATE: *3/14/89*

PLACE: *Room #17*

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
<i>Sen. Rick Wukling</i>	<i>CS, SJR - 15</i>	<i>P.O. Box 1 Jensen, AK</i>	<i>99811</i>		<i>4821</i>	<input checked="" type="radio"/>	<input type="radio"/>	<i>SSR-15</i>
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STATE OF ALASKA
THE LEGISLATURE

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POUCHY - STATE CAPITOL
BUILDING, ANCHORAGE, ALASKA 99511
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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

STR 25

House Transportation 4/25/89

FISCAL NOTE

Revision Date:
Title: Upgrade Resurrection Creek Road

Agency Affected: DOT&PF
BRU: Central Region

Sponsor: Kerttula and Szymanski
Requestor:

Components:

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
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
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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)

See attached.

Prepared by: William R. Snell, Regional Director
Division: Central Region

Phone: 266-1440

Date:

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

Date: 3/20/89

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

FISCAL NOTE

Revision Date:
Title: Upgrade Resurrection Creek Road

Agency Affected: DOT&PF
BRU: Central Region

Sponsor: Kerttula and Szymanski
Requestor:

Components:

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
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
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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)

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Agency: Department of Transportation and Public Facilities

Date: 3/20/89

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

Fiscal Note Analysis
SJR 25

ASSUMPTIONS

The Resurrection Creek Road is not a State owned right-of-way. DOT&PF provides incidental maintenance of the road between the Hope Road and the Hope Airport in order to ensure access to the airport, especially during the winter months. The lands surrounding this section of Resurrection Creek Road have been selected by the Kenai Borough as part of the Borough's entitlement under Alaska Statehood Act. The remaining lands in this area are in private or federal ownership. In light of these facts, we assume that improvement of the road by the U.S. Forest Service or the Kenai Borough will have no impact on the State's operating budget.

PROGRAM SUMMARY

1. Positions: None required.
2. Other Expenditures: None required.
3. Funding: Not applicable.
4. Section Cost Analysis: Not applicable.

COMPUTATIONS

Not applicable.

ECONOMIC IMPACT

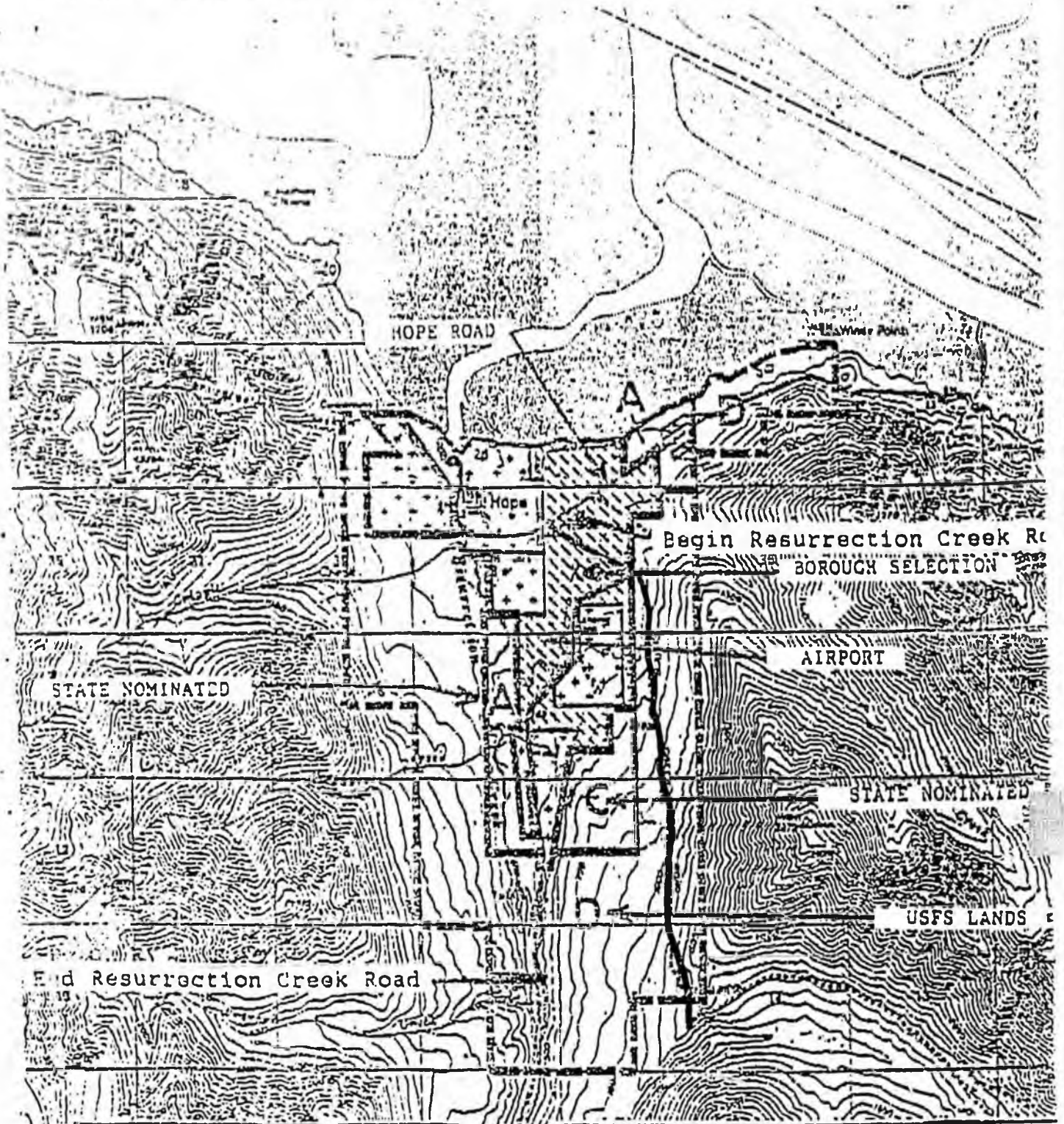
None.

IMPACT ON LOCAL GOVERNMENT






It is likely that the Kenai Borough will become responsible for maintaining those portions of the road passing through their entitlement lands once those lands are conveyed.

ATTACHMENTS

1. Map showing the road and adjacent lands.




LEGEND

-  State owned
-  Existing state selection
-  Private (including Native owned)
-  Boundary of selection
-  Boundary of area not recommended for selection

0 3 6 miles

scale 1:53,360



NFCG NOMINATION FOR SELECTION

HOPE ADDITIONS
740 Acres

SEWARD D-7, D-8
T.9 & 10N., R.2W., S.M.

Chugach National Forest

6/851

February 2, 1988

Mr. Dalton Dulac
Forest Supervisor
Chugach National Forest
201 E. 9th Ave, Suite 206
Anchorage, Ak. 99501

Dear Sir,

This letter concerns a proposed upgrading of the Resurrection Creek Road in Hope, Alaska.

The Hope/Sunrise Advisory Planning Commission was appointed by the mayor of the Kenai Peninsula Borough to advise the borough on land related matters in the Hope and Sunrise area. The KPB currently contracts the maintenance of a large portion of the Resurrection Road. The southern portion is Forest Service land and is not maintained. We have been asked to comment on upgrading this road even though much of the road lies outside KPB selected areas.

At our meeting of January 6, 1988, we adopted the following resolution:

- (1) that the southern portion of the Resurrection Road, as staked by the USFS in the summer of 1987, be upgraded as staked. This area lies between the Resurrection Valley trailhead (station 69+00) and the Hope Mining Company cabins at the top of the hill (station 33+00). We recommend that the upgrading be limited to this area. We request that this work be expedited.
- (2) that consideration of any further upgrading of the Resurrection Road be included in the current USFS planning process.
- (3) that an inviolable ROW (right-of-way) be secured before further upgrading.
- (4) that historical aspects of the area such as the old tailing piles be recognized, and
- (5) that the question of road maintenance be considered.

This matter was discussed by the community at a town meeting on January 30, 1988, and a resolution was passed recommending an upgrading of the area as described above.

Much appreciation for your interest.

Sincerely,



Charles Graham, Chairman
Hope/Sunrise Advisory Planning Commission
POBox 11
Hope, Ak. 99605

T. 10 N., R. 2 W.

Sec. 27, SW4, and that portion of the SW4SE4
lying south of the Hope Highway;

Sec. 33, E2SE4; and

Sec. 34, W2, NW4NE4;

excluding from the lands herein tentatively
approved U.S. Survey Nos. 1093 (HES 72),
2636 (HES 247) and 4881.

Containing approximately 283 acres.

Aggregating approximately 445.99 acres.

Excepting and reserving to the United States a right-of-way
thereon for ditches or canals constructed by the authority of the
United States under the Act of August 30, 1890 (26 Stat. 391,
43 U.S.C. 945).

The grant is subject to the reservations, limitations, and
conditions of Title VI of the Civil Rights Act of 1964
(78 Stat. 241), and the requirements of the regulations of the
Secretary of the Interior, as modified or amended (43 CFR 17).

This document confirms that all right, title, and interest of the
United States in and to the lands described above is deemed to
have vested in the State of Alaska pursuant to Sec. 906(d)(1) and
(2) of the Alaska National Interest Lands Conservation Act of
December 2, 1980 (94 Stat. 2371).

Elaine O. Wilde

Acting

Chief, Branch of State
Adjudication

Introduced by: Skogstad
Date: December 15, 1987
Action: Adopted
Vote: Unanimous

KENAI PENINSULA BOROUGH

RESOLUTION 87-121

SUPPORTING THE ALASKA CONGRESSIONAL DELEGATION EFFORTS TO OBTAIN NECESSARY FUNDS FOR THE UPGRADING OF RESURRECTION CREEK ROAD IN HOPE, ALASKA

WHEREAS, Resurrection Creek Road is receiving larger volumes of traffic yearly to the trailhead of Resurrection Trail; and

WHEREAS, the last portion of Resurrection Creek Road is passible by one lane traffic only; and

WHEREAS, due to the increase in tourism a need exists to upgrade the necessary portions of Resurrection Creek Road to insure suitable safety standards;


NOW THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

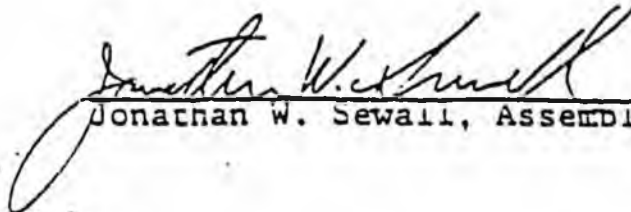
Section 1. That the Kenai Peninsula Borough Assembly supports all efforts by the Alaska Congressional Delegation to obtain the funds necessary into the Dept. of Agriculture's budget, for the upgrading of a portion of Resurrection Creek Road.

Section 2. That this resolution be sent to Senators Ted Stevens and Frank Murkowski, Representative Don Young, Senator Robert Bird, Chairman of the Senate Appropriations Committee, Subcommittee on the Interior and related agencies and Representative Sydney Yates, Chairman of the House Appropriations Committee, Subcommittee on the Interior and related agencies.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH ON THIS 15th DAY OF December, 1987.

ATTEST:


Borough Clerk


Jonathan W. Sewall, Assembly President

Date: January 30, 1988
Action: Unanimous Do Pass

Resolution of Hope Inc./ Hope Village Council

Supporting the upgrading of a portion of Resurrection Road

Whereas, the portion of Resurrection Road running South from the Hope Mining Company cabins has been in need of upgrade for many years; and

Whereas, with a minimum of improvements the safety of this portion of Resurrection Road would greatly increase;

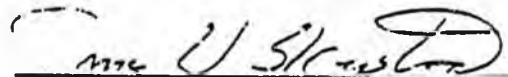
NOW THEREFORE, BE IT RESOLVED BY THE HOPEINC./HOPE VILLAGE COUNCIL:

Section 1. That the community of Hope hereby endorses and supports adequate funding to upgrade a portion of Resurrection Road beginning at Hope Mining Company and ending at the trailhead for Resurrection Trail.

Section 2. The work endorsed in this resolution should follow the Chugach National Forest Service report titled FDR902.

Section 3. That this resolution takes effect immediately upon adoption.

Adopted by members of Hope Inc./Hope village Council on January 30, 1988.


James W. Skogstad/ President Hope Inc.

P.O. Box 85
Hope, AK. 99605
October 26, 1987

Re: Resurrection Creek
Road

Chugach Forest Supervisor
Anchorage Alaska

Dear Sir,

I would like to be on record as supporting improved maintenance of the Resurrection Creek Road, Hope Alaska. Currently this road begins as a 24ft. top, changing to a 12 ft. top at mile 3, and finally a 9 ft. top at mile 4 of the 4.5 mile road. This road was built by bulldozer upon native soil or mining spoils and accross soft areas with corduroy.

This road is subject to heavy summer traffic as the only route to a public recreational mining area and to the trail head for the popular Resurrection Trail. With increased summer traffic, many times vehicles must back up when meeting other vehicles. The dust is often so thick that headlights must be on.

These inadequacies are more than an inconvenience but instead pose a safety hazard that must be corrected immediately.

Sincerely,

John Sorenson P.E.

P. O. Box 109
Hope, Alaska 99605
October 23, 1987

Chugach Forest Supervisor
Anchorage, Alaska


Dear Sirs:

As a resident I'm writing to express support of the upgrading of Resurrection Creek Road in Hope, Alaska.

The road is in sad shape. It needs more than a grader smoothing it over now and then. Like a cut that won't heal it needs some skin over it. We are wasting time and money trying to maintain a road that needs the once over. In the long run it is cost effective to resurface Resurrection Creek Road.

Local residents as well as visitors will benefit with less wear and tear on cars, less road maintenance expense, and a safer journey.

Sincerely,



Dru E. Walker
Hope Gold

FOREST SUPERVISOR,

DEAR SIR,

I HAVE JUST RECENTLY ARRIVED
IN HOPE, ALASKA. I HAVE EXPRESSED
A DESIRE TO MY DAUGHTER-IN-LAW,
WHO HAS LIVED IN HOPE, SINCE AFTER
YEARS, THAT I WOULD LIKE TO BE
TAKEN FOR A RIDE, UP THE
RESERVATION CREEK ROAD. SHE
HAS FEARED ME THAT SHE CONSIDERS
THE ROAD IS TOO DANGEROUS.

BRUNSWICK, N.Y.

W. H. H. H.

NOV 11, 1987

FOREST SUPERVISOR

Resurrection creek
road is not fit
for mules
David J. [unclear]

1000 01
Steve Simmons
P.O. Box 30
Hope, AK. 99605

To whom it may concern.

Dear Sirs,

I would like to bring to someones' Attention
the condition of Resurrection Creek road
in hope ALASKA.

the road is in very poor condition!
the potholes and washouts are to extreme
proportions. the road is very hazardous
and needs much work to bring it to
a safe standard.

I would appreciate someone taking
some action to get resurrection Creek
road upgraded/improved and or rebuilt

Thank you

Steve Simmons

October 18, 1987

Supervisor
Chugach National Forest

Dear Sir:

This letter is in regard to the poor condition of Resurrection Creek Road near Slope, Alaska.

My two daughters and I live on this road and daily travel is becoming increasingly difficult. The road is full of "chick holes", has water running across the surface in several places and because there isn't any gravel on the road it's slick & muddy now. It's impossible to go more than 15-20 m.p.h. without getting the vehicle and passengers "shook up".

Hundreds of cars drove Resurrection Pass this last summer going to the parking lot where Resurrection Pass Trailhead starts and to Paystake - a replica of an old mining town. Most of the cars were from out of state. Many made comments to us and other residents in Slope about the appalling condition of Resurrection Pass.

Several people stopped at my house
inquiring as to how the rest of the
road was. (I live about three miles
on Resurrection from Hope Rd.)

It seems that funds should be
available to grade and gravel Resurrectio.
Creek Road. Especially with the increase
of popularity that Resurrection Pass
Trail is gaining and, also, Faystrake.

Thank-you

Sincerely,

Marcus DeBuck

Box 66

Hope, AK 99605

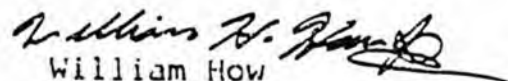
Chugach National Forest
Dalton Du Lac
Forest Supervisor

Dear Sir:

I have lived in Hope, Alaska since 1980. I drive the Resurrection Creek Road many times and I feel the road does not meet public safety standards. The road is very bumpy, nasty road.

I would appreciate if you would upgrading this road very soon.

Sincerely Yours.


William How

Date: Feb 8, 1988

Forest Supervisor
Chugach National Forest

Dear Sir,

I have lived in Hope for
5 years. During this period
I have driven Resurrection
Road numerous times, both
for business and personal
reasons. This road is BAD.
There are pot holes and
"ponds" year round. There
are many places where
culverts are needed. This
road is unsafe, and causes
thousands of dollars in
damage to many vehicles.
The people in Hope would
appreciate anything that
can be done.

Sincerely, Derrick Morgan
Dana Morgan
Box 114 Hope 99605

Ray McComiskey
POB 142
HOPE, AK 99605

Forest Supervisor
Chugach National Forest
Dear Sir

I would like to see Resurrection Road improved. The road is too narrow in several places. There are countless potholes, rocks and standing water.

This summer & fall has cost me over \$100.00 in repairs due to the condition of the road.

Getting the road condition corrected would save residents & tourist dollars that could be used for better things.
Ray McComiskey

Dear Sir,

People who have travelled on Resurrection Creek Rd. have complained quite a bit about the road conditions.

Working at Discovery Cafe when people ask about the Resurrection Creek Rd. since they want to go to Pay Street I tell them that the road condition is very bad & that going there ~~or~~ in their cars wouldn't be too good.

Improving the road will be greatly appreciated by everyone.

Thank you,

Katy Matyama

NOVEMBER 10, 1987

FOREST SERVICE SUPERVISOR

DEAR SIR;

THE RESURRECTION CREEK
ROAD IS TOTALLY UNSAFE FOR
VEHICLE TRAFFIC. IT IS A LONG
DITCH THAT IS FULL OF POTHOLES,
BLIND CURVES, VERY NARROW
PASSAGE. THE ROAD CREATES
ALOT OF VEHICLE REPAIR PROBLEMS.
I WOULD APPRECIATE ANY
MAJOR UPGRADING.

SINCERELY YOURS
DAVID BROWN

USFS Supervisor : Edward R. Cole
Chugach NF. : : : : : P.O. Box 62 : : : :
Hope, AK 99605
Nov. 10, 1987

Dear Sirs:

I have lived in Hope for the past eight years (since 1979) and have a log house near the Hope airstrip about 1/2 miles up Resurrection Creek Road.

The road has deteriorated over the years and, except for very rare grading, no maintenance has been done. The road is badly pitted with potholes year round and becomes quite muddy in spring, requiring 4 wheel drive to travel.

Because of the severe jolting & vibration the rear axle was broken, rear door hatch catch

has had to be replaced, and
steering column broken on
my truck which was brand
new when I came to Hope.
I'm sure that the rough road
conditions are accelerating
the wear + tear on it.

lately driving over 10 mph
has been risky. Since 1979
population and travel on Resurrection
Creek Road has multiplied
many fold. Four households
lived on the road in 1979-80
Now close to 18 households
are occupied year round.
During this time no material
has been added to the
road bed. I strongly urge
funding improvement of this
road before it becomes worse.

Sincerely,
Ed Cole

Forest Supervisor
Chugach National Forest

Dear Sirs:

I am a resident of Hope and travel Resurrection Creek Road frequently.

This road is in need of much necessary repairs. The potholes just keep getting worse and multiplying. The road in the spring is impassable except with a 4 wheel drive because it gets so muddy and torn up. There are places where it is so narrow that two cars cannot pass each other.

Many families live up
Resurrection Creek Road
and have problems
getting to their homes.
Vehicles are being torn
up from traveling the
road. Many of the repairs
are expensive, and depending
on the cost people have
to leave their vehicles sitting
until they can afford to
repair them. So the road
causes many hardships,
since people in our
community have to carry
their water.

I don't feel that it
is unreasonable to ask
that this repairs be made.
It is not only hard on
the vehicles of the people
in our community, but
also the hikers and
weekend miners that

Forest Supervisor

use the road. It is not uncommon to have a tourist looking for someone to repair a tire after they have traveled the road.

In the winter many people have to change their plans and not go up the trail because parts of the road glaciate over and make it either hazardous or just too much of an inconvenience to continue up the road. This is a problem that the families are facing every year.

Anything that can be done to repair this road and make it

more safe and reliable.
It needs to be widened
in places and have the
potholes fixed, with more
top grade gravel put
where it gets so muddy
and impassable. After
this is done we ask that
it be maintained so
that we don't have these
problems in the future.

Thank you

Alvin Logan
P.O. Box 93
Hope, AK 99603

Dear Sirs.

I have been living
up Resurrection Rd. for 3 1/2
years. And I feel that the
amount of activity on
the road that it could
use a great improvement.
Not only would I personally
like to see the road improved,
but see our towns thrive on
Tourist business, the road
discourages alot of people

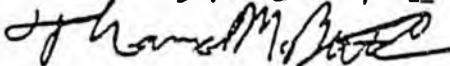
Joe Krug
General Delivery
Hope Alaska

11-1-87

To The
Forest Supervisor
Chugach National Forest

Please fix the Resurrection
creek Road for it is the
"Pit". This Road is badly
in need of Repair.

I Drive this Road for Business
and pleasure. Also this
Road does not meet Public
safety standards according
to your own reports
The People of Hope would
appreciate anything that
can be done.

Sincerely
Thomas M. Beattie


DISCOVERY CAFE
HOPE, ALASKA
10-29-87

FOREST SUPERVISOR
CHUGACH NATIONAL FOREST

DEAR SIR;

ENOUGH TRAVELERS HAVE STOP HERE
AND ASKED ME ABOUT THE CONDITION OF THE
RESURRECTION ROAD TO THE TRAIL HEAD.

SOME DID COMPLAIN ABOUT THE STATE IT
WAS DURING DIFFERENT TIME OF THE YEAR.

I NOTICED SOME UP GRADING HAS BEEN
DONE RECENTLY, BUT MORE SHOULD BE DONE
TO THE ROAD TO MEET SAFETY NEEDS.

ESPECIALLY THAT SECTION AFTER THE LOG
CABIN ON THE HOPE MINING COMPANY.

SINCERELY,

J. Kagimoto

S J R

27

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

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

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

Mary Van Nimwegen

SJR 27

House Transportation 3/23/89

**STATE OF ALASKA
1989 LEGISLATIVE SESSION**

BILL VERSION: SJR 27
PUBLISH DATE: 2/9/89

FISCAL NOTE

Revision Date: 2/9/89
Title: Relating to an essential air service
subsidy for the City of Valdez

Agency Affected: DOT&PF
BRU:

Sponsor: Kerttula and Szymanski
Requestor: Transportation Committee

Components:

Sent to transp

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
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: In response to this resolution, the department is currently developing a position on Valdez's application which will be submitted to U. S. Department of Transportation. It should be noted that under the new Federal legislation, the community will be required to contribute 50% of the required subsidy.

Prepared by: M. Clyde Stoltzfus, Special Assistant to the Commissioner
Division: Commissioner Office

Phone: 465-3900
Date: 2/28/89

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

Date: 2/28/89

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor

January 19, 1989



The Honorable Jay Kerttula
Alaska State Legislature
P. O. Box V
Juneau, Alaska 99811

Dear Senator Kerttula:

I very much appreciate your offer to help us with our problem regarding the air service to Valdez. As you are aware we have been attempting to secure an essential air service subsidy for the past two years.

My most recent meeting in Washington, D.C., regarding the essential air service subsidy resulted in both good news and bad news. Our most recent proposal, which I have attached to this letter, was evaluated as being technically correct making us eligible for an essential air service subsidy; however, Congress had reduced the funding for the program thus leaving inadequate funding for our program. One item that John Coleman of the Essential Air Service Program has requested is a letter from Mark Hickey, Commissioner of the Department of Transportation, indicating that Valdez has a unique situation. We have attempted to indicate that our needs are unique based on our weather conditions, our geographic conditions and the economic conditions which would include 25 percent of the nation's crude oil coming from our port.

When we began the action needed to secure an air service subsidy, we were faced with a moderate problem of providing reliable air service to Valdez. This problem was considerably worse during our winter months when our successful flights decreased by approximately 40 percent. Recently the FAA canceled all night flights in and out of Valdez based on the characteristics of the aircraft serving Valdez. FAA also has increased the minimums, thus decreasing the number of daytime successful flights. We are now averaging less than one flight per day, and actually only had 14 flights in the entire month of November. It is my understanding that during the month of December we successfully completed approximately 30 percent of our flights, and neither the November nor December statistics include the cancellation of the night flights nor the increased daytime limits.

We are quite convinced, and this is supported by statements from experts in the aviation industry, that the only aircraft that could provide the City of Valdez with reliable air service is the DeHavilland DASH-7. This aircraft is unique in that it is a Stohl aircraft having four engines. FAA recognizes the uniqueness of this aircraft, and the DeHavilland DASH-7 combined with the microwave landing system installed by the City of Valdez gives us

The Honorable Jay Kerttula
January 19, 1989
Page 2

minimums which allow successful flights in even our most serious months to be in the high 90 percents. Valdez did have a DeHavilland DASH-7 during a full year's service and recognized a significant improvement in our air service.

If we are able to secure an air service subsidy, it would be utilized to subsidize a carrier in providing DeHavilland DASH-7 service to Valdez. As it now stands, we are unable to utilize the fine Civic Center facilities for conventions and other meetings. We feel there is a true concern regarding the reliability of air service to Valdez in the event of any emergency related to the Alyeska terminal. We also recognize that our tourist industry cannot develop further without a reliable means of air transportation. In addition to all that I have mentioned, there is the matter of our citizens comfort and safety when air transportation is reduced to the point we are now experiencing.

Again, I wish to thank you for your willingness to help. If a resolution can be developed by the Alaska State Legislature in support of our problem, we would certainly appreciate that. If you need additional information with regard to this resolution, please feel free to contact me.

Sincerely,



John Devens, Ph.D.

Mayor

JD:jd

Enclosure

cc: Valdez City Council
Doug Griffin, City Manager
Kim Hutchinson

CITY OF VALDEZ
P. O. Box 307
Valdez, Alaska 99686

(907) 835-4313

November 17, 1988

Mr. Kevin Adams
U.S. Department of Transportation
Room 5100
Office of Aviation Analysis
P-54
400 - 7th Street, S.W.
Washington, D.C. 20590

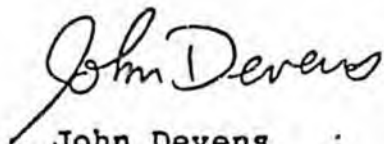
Dear Mr. Adams:

Attached please find a "Request for Essential Air Service Grant to the City of Valdez, Alaska," which you recently discussed with our consultants.

You will note that we are making our request for assistance under the existing EAS Program, given that the City is not currently receiving even the old CAB-adopted air service levels.

We appreciate your consideration of these materials, and if you have any questions, please do not hesitate to contact us.

Sincerely,



John Devens
Mayor

DG/mjw
0625g

Attachments

REQUEST FOR AN ESSENTIAL AIR SERVICE GRANT
TO THE CITY OF VALDEZ, ALASKA

PRESENTED TO THE OFFICE OF ESSENTIAL AIR SERVICE
FEDERAL AVIATION ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION, WASHINGTON, D.C.

PRESENTED BY
THE CITY OF VALDEZ

NOVEMBER 1988

SUMMARY

The City of Valdez lacks an essential level of air service. This deficiency is due primarily to weather-related unreliability of existing scheduled service. To correct this problem aircraft with micro-wave landing system capability should be employed to serve the community on the existing schedule. To obtain service from a carrier employing micro-wave equipped aircraft, the City recommends that the FAA issue a "Request for Proposals" from interested carriers. Should the FAA find that some level of service other than the existing level should be employed in the RFP, then the City and the FAA should jointly develop the RFP service guidelines to which the carriers respond. Funding to pay the successful proposer should come from the FAA Essential Air Service (EAS) Program.

COMMUNITY DESCRIPTION

Overview: Valdez is a critical link in America's national security. The community of Valdez is situated at the terminus of the Trans-Alaska Pipeline System (TAPS). Each day 2 million barrels of crude oil arrive in Valdez from the North Slope oil fields. The oil is transshipped to the continental United States where it accounts for between 18% and 20% of daily U.S. consumption.

But, as shown below, Valdez is also an isolated community, located some 300 road miles and 150 air miles from Anchorage, the nearest urban area. Additionally Valdez is subject to inclement weather much of the year. Summers in the area have a high percentage of overcast and rainy days. In winter Valdez has a disproportionate percentage of overcast and snowy days, with an average annual snowfall of 290 inches. The winter of 1986-87 set a new record with 388 inches of snow.

Organization, Population and Location: Valdez is a Home Rule Municipality organized under Alaska law. The population is approximately 3,700. The community is located on a fjord on Prince William Sound, on the southcentral coast of Alaska. Prince William Sound is itself located on the Gulf of Alaska, in the North Pacific Ocean. The community is approximately 150 air miles and 300 road miles from Anchorage, 400 air miles from Juneau and 1,200 air miles from Seattle.

Climate: The Valdez climate is maritime, with heavy year round precipitation and temperatures ranging from eight degrees (F) during the summer to zero degrees (F) in the winter. Major climatic influences are the northern latitude (sixty-one degrees), the proximity of the Japanese current and the adjacent coastal mountain range. The Japanese Current continuously funnels large volumes of warm water and warm moist air to the Valdez area. Here the warm air and water strike the Chugach mountain range, with peaks ranging up to 6,000 feet, rising directly behind the City. When combined with the naturally cold air associated with the community's latitudinal location, the result is, of course, heavy condensation and precipitation, as noted in the "Summary" above.

Economy: The Valdez economy is composed of oil transshipment operations, fishing, government, retail trade, tourism, construction and national defense. TAPS-related activity, including pipeline activity and an average of 3.5 tankers per day, is not only important to the local economy, it is vital to the energy independence of the entire United States.

Recently the U.S. Department of Defense decided to locate a minesweeper in Valdez, and support for this operation will form a growing part of the economy in the coming months and years.

Transportation: Valdez is connected with other communities by air, road and water transportation links.

Valdez Airport: The Valdez Airport is owned and operated by the Alaska Department of Transportation and Public Facilities (DOTPF), Northern Region. The City of Valdez owns and operates the airport terminal. Other permanent structures on the airport grounds include an ERA Alaska hanger, a Valdez Aero Service building, a DOTPF Maintenance station and a CFR station.

The airport has one east-west runway, designated 6/24, which is 150 wide and 6,500 feet in length. The runway has a parallel taxiway and four cross taxiways. The runway and taxiway are lighted. The airport is also equipped with a Bendix micro-wave landing system (MLS).

Richardson Highway: Road links are via the Richardson Highway, through the Thompson Pass, to Glennallen, a distance of approximately 120 miles. During the winter months the Thompson Pass is often unusable owing to snow accumulation. From Glennallen to Anchorage and Fairbanks the road distance is approximately 180 miles and 240 miles respectively.

Average daily traffic (ADT) on the Richardson Highway in the immediate Valdez vicinity is shown in the chart below.

Richardson Highway Traffic At Valdez
(1987 Figures by DOTPF)

Location	Daily Traffic
Ferry Terminal Downtown	1525
Central Business District	4875
Maintenance Station at two mile, (December)	2318
Maintenance Station at two mile, (July)	4419
Airport at three mile	2900
Seven mile Richardson Highway	2525

The ADT show the Richardson Highway to have moderate utilization for a secondary highway. In addition the approximate 50% drop in traffic at two mile between summer and winter is attributable to both a greater demand for travel in the summer and to inclement conditions in the winter, when travel on the Richardson Highway is risky and the likelihood of the road being closed is sometimes high.

Alaska Marine Highway System (AMHS): The AMHS is owned and operated by the DOTPF. This system provides Valdez with water transportation for passengers and vehicles. The AMHS system is also an source of freight shipments for the Valdez community.

Two vessels, the M.V. Bartlett and the M.V. Tustemena serve Valdez, docking at the DOTPF-owned ferry terminal in the downtown. The M.V. Bartlett carries approximately 170 passengers and thirty-three vehicles, while the M.V. Tustemena carries approximately 200 passengers and forty-three vehicles. Between these two vessels, Valdez receives daily service in the summer and service about four times per week during the remainder of the year.

Service is provided to Whittier and Seward on the Kenai Peninsula, where there are road and railroad connections to Anchorage. Sailing time to Whittier is about seven hours and to Seward about twelve hours. Connections can also be made infrequently to Juneau and other communities in Southeast Alaska, as well as to Canada and Washington State.

During 1987 total passenger traffic (embarking and disembarking) at Valdez was about 33,350 and total vehicle traffic was about 8,450. No figures are available on AMHS-carried freight shipments other than vehicles.

RECENT HISTORY OF VALDEZ AIR SERVICES

Civil Aeronautics Board (CAB) Essential Air Service Findings: The CAB found in its 1976 review that at least fifty-eight weekly flights, with a capacity of about 475 passengers, comprised an essential level of air service at Valdez. The essential air service level determined by the CAB was comprised of numerous flights by small capacity aircraft, and the total number of passenger seats available during a given week was therefore not substantially affected by the cancellation of a single flight or even two or three flights.

It is therefore seen that, if the aircraft serving Valdez were larger and the likelihood of cancellation constant, then the total number of seats available by larger aircraft to meet this same level of service would have to be substantially larger.

Aircraft and Carriers: In fact the number of weekly Valdez flights and their seating capacity has changed substantially since the 1976 CAB determination. In the early 1980s ERA Alaska began using Dash-7 DeHavillands, with a seating capacity of fifty people. At the same time the frequency of flights was changed from eight or nine a day to three per day in the summer and two per day for the remainder of the year.

The Dash-7s were equipped with micro-wave equipment and could meet FAA minimums for the airport. These aircraft could therefore operate during inclement weather and enjoyed a scheduled flight success rate of over 90%. In simple terms the Dash-7 aircraft successfully provided a year round average of about 700 weekly passenger seats to Valdez and a non-summer average of about 675 weekly seats. Given the larger seating capacity-considerations described above and the high rate of success in meeting the schedules, this service perhaps met the CAB-determined minimums for essential air service.

However ERA Alaska found that, owing to financing considerations, use of the Dash-7s in the Valdez market was uneconomical. In early 1986 ERA Alaska retired the Dash-7s and began employing Convair 580s on the same service schedule. These aircraft also have seating capacities of fifty persons. But, unlike the Dash-7s, they are not micro-wave equipped. Consequently the success rate for meeting the schedule has declined substantially.

In fact, when micro-wave equipped aircraft ceased Valdez operations in 1986, the winter reliability of scheduled flights fell from 96% to 64% or by about one-third. The resulting 64% reliability brings air service in the community substantially below CAB minimum guidelines.

Moreover the reduced reliability is not limited to winter operations. During the period September through October 1985, ERA Alaska completed 113 of 125 scheduled flights to Valdez, for a success rate of over 90%. But, after micro-wave equipped aircraft were discontinued in March of 1986, during summer weather conditions in July and August of 1986, ERA was able to complete only 118 of 152 scheduled flights, for a success rate of just under 78%.

Air-borne freight shipments are also affected, as 62,164 pounds were shipped by ERA in July of 1985 and only 42,753 in July of 1986, a decline of about one-third.

Attachment 1 shows more complete data regarding air service operations at Valdez between 1984 and 1987.

RECOMMENDED FAA ACTIONS

The City of Valdez desires that existing schedules and seating capacities be maintained and that service reliability be improved to 1986 levels. This improved reliability can be accomplished by utilizing micro-wave landing system (MLS) equipped aircraft on the existing schedule.

At present only the Dash-7 DeHavilland is capable of meeting the FAA micro-wave minimum in Valdez. Both ERA Alaska and Mark Air have expressed interest in providing MLS equipped service to Valdez.

The City therefore recommends that the FAA issue an RFP to at least Markair and ERA Alaska to provide MLS equipped service to Valdez, at or above the existing scheduled service level. If the FAA finds that these service guidelines cannot be incorporated into the RFP, then the City requests that any alternative service levels be developed jointly by the City and the FAA.

The City further requests that representatives from the City sit on the team responsible for review, selection and negotiations with the proposers.

ATTACHMENT 1

FIGURE 1
ERA-ALASKA FLIGHT PASSENGER DATA 1984-1987
(Valdez-Anchorage)

Year/Months	Passengers	Flights Scheduled	Flights Completed	Success Percentage
1984 May-Aug	5,338	411	395	96.1%
1984 Sept-Dec	4,821	239	237	99.2%
1985 Jan-April	4,061	240	220	91.6%
1985 May-Aug	6,132	269	269	100.0%
1985 Sept-Dec	3,628	250	232	92.8%
1986 Jan-April	2,995	243	230	94.7%*
1986 May-Aug	6,076	272	237	87.1%
1986 Sept-Dec	2,605	241	194	80.5%
1987 Jan-April	2,093	238	185	77.7%

FIGURE 2
ERA-ALASKA FLIGHT PASSENGER DATA 1984-1987
(Anchorage-Valdez)

Year/Months	Passengers	Flights Scheduled	Flights Completed	Success Percentage
1984 May-Aug	5,403	411	395	96.1%
1984 Sept-Dec	4,782	239	237	99.2%
1985 Jan-April	3,973	240	220	91.6%
1985 May-Aug	5,162	269	269	100.0%
1985 Sept-Dec	3,422	250	232	92.8%
1986 Jan-April	3,032	243	230	94.7%*
1986 May-Aug	4,478	272	237	87.1%
1986 Sept-Dec	2,605	241	194	80.5%
1987 Jan-April	2,093	238	185	77.7%

*Note: Micro-wave equipped aircraft ceased operations in March 1986.

ATTACHMENT 1
(Continued)

FIGURE 3
ERA-ALASKA FLIGHT CARGO DATA
(Anchorage-Valdez and Valdez-Anchorage)

<u>Year</u>	<u>Pounds of Cargo</u>
<u>Valdez-Anchorage</u>	
1984 (8 mos.).....	165,488
1985 (12 mos.).....	160,171
1986 (12 mos.).....	81,738
1987 (4 mos.).....	16,439
<u>Anchorage-Valdez</u>	
1984 (8 mos.).....	251,247
1985 (12 mos.).....	281,823
1986 (12 mos.).....	260,743
1987 (4 mos.).....	16,439

ESSENTIAL AIR SERVICE

Essential Air Service (EAS) is a U.S. Department of Transportation (U.S. DOT) program for subsidizing air service to generally smaller communities which would not otherwise receive scheduled air service. The U.S. DOT, under this program, makes payments to air carriers to provide EAS to communities determined by the U.S. DOT, using criteria mandated by statute, to be eligible for this service. Generally, carriers, unless they are subsidized, would not provide scheduled air service to certain EAS communities because these communities do not generate sufficient numbers of passengers at fares that cover carrier costs. The U.S. DOT authorizes subsidy for a carrier to provide EAS only when no carrier is willing or able to provide the required level of service without subsidy support.

In 1978, when the Airline Deregulation Act (ADA) took effect, 746 communities in the United States and its territories were listed on air carrier certificates issued under Section 401, Federal Aviation Act. Prior to deregulation, most of these communities were assured a minimum level of air service. In light of the ADA's provisions allowing air carriers to terminate service without prior Government approval, there was concern that communities that generated low traffic levels would lose service as carriers withdrew to larger, more lucrative markets. To address this concern, as part of the ADA the Congress added Section 419 to the Federal Aviation Act, which ensured that these communities would continue to receive EAS for ten years, with Federal subsidy if needed.

Under this program, U.S. DOT determines the minimum level of EAS that these communities require. U.S. DOT will provide subsidy to an air carrier, if necessary, to assure that this minimum level of service is provided. Of the approximately 208 communities for which EAS determinations have been issued in Alaska, 41 communities receive service that is supported by an EAS subsidy.

The ten year service period designated by the Airline Deregulation Act of 1978 was scheduled to terminate on October 24, 1988. However, Congressional interest in ensuring continued service to these communities remained strong, and prior to the expiration date, legislation was enacted (attached) expanding the EAS program and extending it for ten additional years.

In the 1987 legislation, which became effective October 1, 1988, Congress provided for a continuation of EAS guarantees, termed "Basic EAS". Under Basic EAS, any point was to be provided ten more years of basic service if it was (1) eligible for service under the earlier program, (2) actually receiving service during any part of Fiscal Year 1988, and (3) situated at least 45 miles from the nearest "hub" airport -- now defined as an airport enplaning annually at least 0.25% of all enplanements in the United States. Certain other service upgrades were also mandated, such as general employment of aircraft having at least 15 passenger seats, and use of pressurized aircraft if the flight normally flies higher than 8,000 feet above sea level. For Alaska however, the 1987 Act contains language which allows for the use of smaller aircraft to provide service, provided that the community agrees in writing with the U.S. DOT.

The 1987 legislation also established two forms of service enhancement, by which communities could receive more service than basic EAS by (1) agreeing to a subsidy-sharing commitment or by (2) risking loss of basic service if U.S. DOT-funded enhanced service failed to meet agreed levels of passenger usage. The new legislation also provided that any community not entitled to Basic EAS might agree with U.S. DOT on a reasonable service level and receive service as a "new point" on a subsidy-sharing basis.

Under the new Act, each EAS point currently receiving service must be re-evaluated to determine the adequacy of both service and subsidy. At this point, only a handful of Alaskan EAS points have been addressed and it appears that it may be six months until all

points have been re-evaluated. Until that time, service and subsidies as stipulated under the current agreement between the carrier and U.S. DOT will continue.

Proposed rulemakings to implement the 1987 legislation i.e. subsidy-sharing, are currently under development and are not available at this time. The U.S. DOT Alaska Field Office personnel are not certain when additional information on the implementation of the Act will be available. However, they continue to maintain an open line of communication with the DOT&PF regarding any new developments on both the implementation of the new Act and the status of the FY89 appropriation shortfall.

ALASKAN ESSENTIAL AIR SERVICE POINTS

<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>Miles</u>	<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>Miles</u>
Adak Island	ANC	1192	Deering	OTZ	5
Akhiok	ADQ	84	Dutch Harbor	ANC	79
Akiachak	BET	16	Eagle	FAI	19
Akiak	BET	22	EEK	BET	7
Akutan	CDB	143	• Egegik	AKN	7
Alakanuk	KSM	61	• Ekuk	DLG	7
Aleknagik	DLG	17	Ekwook	DLG	7
→ Allakaket	BTT	40	Elfin Cove	JNU	6
Ambler	OTZ	130	Elim	OME	9
• Amook Bay	ADQ	54	Excursion Inlet	JNU	5
Anaktuvuk Pass	BTT	85	False Pass	CDB	5
→ Aniak	ANC	318	• Farewell	MCG	6
Angoon	JNU	59	• Flat	MCG	8
Annette/Metiakatla	KTN	22	→ Fort Yukon	FAI	14
→ Anvik	ANI	77	Funter Bay	JNU	5
• Arctic Village	FYU	108	→ Galena	ANC	30
Atka Island	ADK	106	Gambell	FAI	26
Atmautluak	BET	16	Golovin	OME	19
Barrow	FAI	503	Goodnews Bay	OME	7
Barter Island/Kaktovik	FAI	386	→ Grayling	BET	11
→ Beaver	SCC	115	Gulkana	ANI	9
Bethel	FAI	108	Gustavus	ANC	16
→ Bettles	ANC	399	Haines	JNU	7
→ Birch Creek	FAI	179	Hawk Inlet	JNU	1
• Boswell Bay	FYU	27	→ Holy Cross	ANI	17
Brevig Mission	CDV	24	Homer	ANC	11
Buckland	OME	64	Hoonah	JNU	5
• Candle	OTZ	75	Hooper Bay	DEF	10
• Cape Lisburne	OTZ	140	→ Hughes	GAL	11
• Cape Newenham	OTZ	165	→ Huslia	GAL	6
• Cape Romanzof	BET	148	Hydaburg	KTN	4
• Cape Yakataga	BET	156	Icy Bay	CDB	13
Central	CDB	106	• Igiugig	AKN	5
→ Chalkyitsik	FAI	104	Iliamna	ANC	19
Chatham	FYU	41	Ivanoff Bay	PTH	8
• Chernofski	JNU	60	Kake	PSG	4
Chevak	DUT	54	→ Kalskag	ANI	2
Chicken	BET	136	→ Kaltag	GAL	6
Chefornak	TOK	62	Karluk	ADQ	7
Chignik	BET	90	Kenai	ANC	6
Chignik	PTH	46	Ketchikan	SEA	67
Chignik Lake	PTH	46	Kiana	OTZ	5
Chignik Lagoon	PTH	45	King Cove	KVC	1
• Chisana	TOK	90	Kipnuk	BET	5
Circle	FAI	248	Kitoi Bay	ADQ	3
Clark's Point	DLG	14	Kivalina	OTZ	7
Cold Bay	ANC	621	Klawock	KTN	5
Cordova	ANC	160	Kobuk	OTZ	15
Council	OME	58	• Koliganek	DLG	6
Craig	KTN	59	Kotlik	SKM	6
→ Crooked Creek	ANI	51			

<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>Miles</u>	<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>Miles</u>
Koyuk	OME	130	St. George	CDB	26
→ Koyukuk	GAL	25	→ St. Mary's	ANC	44
Kwethluk	BET	13	St. Michael	UNK	4
• Kwigillingok	BET	80	St. Paul Island	ANC	76
Kwiguk/Emmonak	KSM	63	Sand Point	ANC	55
• Lake Minchumina	FAI	148	San Juan/Uganik	ADQ	3
• Larsen Bay	ADQ	58	Savoonga	OME	16
Lazy Bay/Alitak	ADQ	89	Scammon Bay	BET	14
Levelock	AKN	31	Selawik	OTZ	7
• Manley Hot Springs	FAI	83	Seward	ANC	7
→ Marshall/Fortuna Ledge	BET	75	→ Shageluk	ANI	7
• May Creek	GKN	104	Shaktoolik	UNK	3
McCarthy	GKN	97	Sheldon Point	SKM	9
→ McGrath	MCG	221	Shemya	ANC	145
Mekoryuk	BET	154	Shishmaref	OME	12
• Minto	FAI	39	Shungnak	OTZ	14
• Moser Bay	ADQ	64	Sitka	JNU	9
→ Mountain Villagw	KSM	14	Skagway	JNU	8
Naknek	AKN	14	Skwentna	ANC	6
Napakiak	BET	11	→ Sleetmute	ANI	7
Napaskiak	BET	6	South Naknek	AKN	1
New Stuyahok	DLG	50	Stebbins	UNK	5
Newtok	BET	96	→ Stevens Village	FAI	9
Noatak	OTZ	48	→ Stony River	ANI	9
Noorvik	OTZ	43	→ Takotna	MCG	1
→ Nulato	GAL	34	→ Tanana	FAI	12
• Nunapitchuk	BET	23	• Tatalina	MCG	1
• NYAC	ANI	44	Teller	OME	5
Old Harbor	ADQ	49	Tenakee Springs	JNU	5
• Olga Bay	ADQ	77	Terror Bay	ADQ	2
Ouzinkie	ADQ	11	Tin City	OME	10
Parks	ADQ	57	Togiak	DLG	6
Pelican City	JNU	67	Toksook	BET	11
Perryville	PTH	75	→ Tuluksak	BET	3
Petersburg	JNU	123	Tuntatuliak	BET	4
Pilot Point	KTN	112	Tununak	BET	11
→ Pilot Station	AKN	84	• Twin Hills	DLG	6
Platinum	KSM	16	Ugashik	AKN	8
Point Hope	BET	123	• Umnak Island/Nikolski	DUT	11
• Point Lay	OTZ	150	Unalakleet	ANC	39
• Porcupine Creek	BRW	180	Utopia	GAL	12
Portage Creek	BTT	40	Valdez	ANC	12
Port Bailey	DLG	30	• Venetie	FYU	4
Port Heiden	ADQ	24	Wainwright	BRW	8
Port Lions	ANC	424	Wales	OME	10
Port Williams	ADQ	16	West Point	ADQ	3
Prudhoe Bay/Deadhorse	ADQ	47	White Mountain	OME	6
• Queen	ANC	627	Wrangell	KTN	8
Quinhagak	DLG	12	Yakatat	JNU	15
→ Rampart	BET	71	Zachar Bay	ANC	37
• Red Devil	FAI	82	Kongiganak	JNU	19
→ Ruby	ANI	73	Manokotak	ADQ	4
→ Russian Mission	GAL	44	Seal Bay	BET	7
Tatitlek	BET	71	Port Alexander	ULG	20
• Umiat			Portage Creek	ADQ	4

ARS III

ALASKAN POINTS CURRENTLY RECEIVING 419 SUBSIDIZED SERVICE

NIKOLSKI (UMNAK ISLAND) ALEUTIAN AIR, LTD. \$39,570

CORDOVA }
GUSTAVUS }
PETERSBURG } ALASKA AIRLINES, INC. \$1,414,021
WRANGELL }
YAKUTAT }

BOSWELL BAY }
CAPE YAKATAGA } CHITINA AIR SERVICE \$103,386
ICY BAY }

CHISANA }
CENTRAL } 40 MILE AIR, LTD. \$55,466
CIRCLE }

CAPE NEWENHAM }
CAPE ROMANZOF } FRIENDSHIP AIR ALASKA, INC. \$83,141
NYAC }

SAND POINT }
PORT HEIDEN }
PERRYVILLE } REEVE ALEUTIAN AIRWAYS, INC. \$1,241,985
IVANOFF BAY }
KING COVE }
FALSE PASS }

ATKA }
ST. GEORGE }
AKHIOK }
AMOOK BAY }
KARLUK }
KITOI BAY }
LARSEN BAY }
LAZY BAY/ALITAK }
MOSER BAY }
OLD HARBOR }
OLGA BAY }
OUZINKIE }
PARKS/UYAK } PENINSULA AIRWAYS, INC. \$700,215
PORT BAILEY }
PORT LIONS }
PORT WILLIAMS }
SAN JUAN/UGANIK }
SEAL BAY }
TERROR BAY }
WEST POINT/VILLAGE ISLE }
ZACHAR BAY }

MAY CREEK }
MCCARTHY } SPORTSMAN FLYING SERVICE \$18,705

SEWARD HARBOR AIR \$53,331

HS

\$3,709,820

An Act

To amend the Airport and Airway Improvement Act of 1982 for the purpose of extending the authorization of appropriations for airport and airway improvements, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE AND TABLE OF CONTENTS.

(a) **SHORT TITLE.**—This Act may be cited as the "Airport and Airway Safety and Capacity Expansion Act of 1987".

(b) **TABLE OF CONTENTS.**—

- Sec. 1. Short title and table of contents.
- Sec. 2. Secretary and Administrator defined.

TITLE I—AIRPORT AND AIRWAY IMPROVEMENT ACT AMENDMENTS

- Sec. 101. Amendment of Airport and Airway Improvement Act of 1982.
- Sec. 102. Declaration of policy.
- Sec. 103. Definitions.
- Sec. 104. National airport and airway system plans.
- Sec. 105. Authorization of appropriations.
- Sec. 106. Apportionment of funds.
- Sec. 107. Limitations on uses of funds.
- Sec. 108. State sponsorship.
- Sec. 109. Project sponsorship.
- Sec. 110. Grant agreements.
- Sec. 111. Project costs.
- Sec. 112. Limitation on powers.
- Sec. 113. Part-time operation of flight service stations.
- Sec. 114. Explosive detection K-9 teams.
- Sec. 115. Denial of funds for projects using products or services of foreign countries that deny fair market opportunities.
- Sec. 116. State block grant pilot program.

TITLE II—FEDERAL AVIATION ACT AMENDMENTS

- Sec. 201. Amendment of Federal Aviation Act of 1958.
- Sec. 202. Essential air service.
- Sec. 203. Aircraft collision avoidance systems.
- Sec. 204. Civil penalties.
- Sec. 205. Indemnification of Federal Aviation Administration employees.
- Sec. 206. Hazards to safe and efficient air commerce and the preservation of navigable airspace and airport traffic capacity.
- Sec. 207. Public aircraft defined.

TITLE III—MISCELLANEOUS PROVISIONS

- Sec. 301. Noise abatement.
- Sec. 302. Air traffic controller workforce.
- Sec. 303. Safety rulemaking proceedings.
- Sec. 304. Inflation adjustment on collection of certain aviation fees.
- Sec. 305. Amendments to the National Driver Register Act.
- Sec. 306. Low activity level I air traffic control tower contract program.
- Sec. 307. Eligibility of Dermott, Arkansas, municipal airport.
- Sec. 308. Standards for navigational aids.
- Sec. 309. Long-term airport capacity needs.
- Sec. 310. Radio navigation systems.
- Sec. 311. Reporting of accidents to NTSB.
- Sec. 312. Atlantic City Airport.

Sec. 315. Grand Canyon Airport.

TITLE IV—EXTENSION OF AVIATION-RELATED TAXES AND AIRPORT AND AIRWAY TRUST FUND SPENDING AUTHORITY

- Sec. 401. Short title.
- Sec. 402. 3-year extension of aviation-related taxes.
- Sec. 403. Extension of Airport and Airway Trust Fund spending authority.
- Sec. 404. Exemption for certain emergency medical transportation by helicopter.
- Sec. 405. Reduction in aviation-related taxes where appropriations are significantly below authorizations.

SEC. 2. SECRETARY AND ADMINISTRATOR DEFINED.

As used in this Act—

- (1) the term "Secretary" means the Secretary of Transportation; and
- (2) the term "Administrator" means the Administrator of the Federal Aviation Administration.

TITLE I—AIRPORT AND AIRWAY IMPROVEMENT ACT AMENDMENTS

SEC. 101. AMENDMENT OF AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982.

Except as otherwise expressly provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of the Airport and Airway Improvement Act of 1982 (49 U.S.C. App. 2201-2225).

SEC. 102. DECLARATION OF POLICY.

(a) **COMPREHENSIVE AIR SPACE PLAN.**—Section 502(a)(4) is amended—

- (1) by inserting ", a vertical visual guidance system," after "precision approach system"; and
- (2) by inserting "distance-to-go signs for each primary and secondary runway, a surface movement radar system at each category III airport, a taxiway lighting and sign system," after "vertical guidance on all runways."

(b) **CARGO HUB AIRPORTS.**—Section 502(a) is amended—

- (1) by redesignating paragraphs (7), (8), and (9) as paragraphs (8), (9), and (10), respectively; and
- (2) by inserting after paragraph (6) the following new paragraph:

"(7) cargo hub airports play a critical role in the movement of commerce through the airport and airway system and appropriate provisions should be made to facilitate the development and enhancement of such airports;"

(c) **INCREASING AIRPORT CAPACITY; NONAVIATION USE OF AIRSPACE; LIMITATION ON ARTIFICIAL RESTRICTIONS ON AIRPORT CAPACITY.**—Section 502(a) is amended—

- (1) by striking out "and" at the end of paragraph (9), as redesignated by subsection (b);
- (2) by striking out the period at the end of paragraph (10), as so redesignated, and by inserting in lieu thereof a semicolon; and

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STATEWIDE AVIATION
Anchorage Alaska

(1) TRANSFER OF OPERATIONAL AUTHORITY.—Section 419 is amended by adding at the end of subsection (a) the following new paragraph:

"(12) If an air carrier which is providing on or after October 1, 1987, essential air transportation under this subsection between an eligible point and an airport at which the Administrator limits the number of instrument flight rule takeoffs and landings of aircraft provides notice to the Secretary of its intention to suspend, terminate, or reduce such transportation and another air carrier is secured to provide such transportation on a continuing basis, the Secretary shall require the carrier suspending, terminating, or reducing such service to transfer any operational authority which such carrier has to conduct a landing or takeoff at such airport with respect to such service to the carrier secured to provide such service unless the carrier secured to provide such service does not need such authority or such authority is being used to provide air service with respect to more than 1 eligible point."

(2) TERMINATION DATE.—Section 419(g) is amended by striking out "the last day" and all that follows through the period at the end thereof and inserting in lieu thereof "September 30, 1988."

(3) EFFECTIVE DATE.—The amendments made by this subsection shall take effect October 1, 1987.

(b) FISCAL YEARS 1988-1998.—

(1) GENERAL RULES.—Section 419 is amended to read as follows:

SEC. 419. SMALL COMMUNITY AIR SERVICE.

"(a) ELIGIBLE POINT DEFINED.—For the purposes of this section, the term 'eligible point' means any point in the United States—

"(1) which is defined as an eligible point under this section as in effect before October 1, 1988, and which, at any time in the 12-month period ending on such date, received scheduled air transportation, and

"(2) which the Secretary determines is 45 highway miles or more from the nearest hub airport.

"(b) BASIC ESSENTIAL AIR SERVICE.—

"(1) LEVEL OF SERVICE.—

"(A) DETERMINATION FOR ESSENTIAL AIR SERVICE POINTS.—

With respect to each eligible point for which a determination of what constitutes essential air transportation was made under this section before October 1, 1988, the Secretary shall determine what is basic essential air service for such point. Such determination shall be made no later than the last day of the 1-year period beginning on the date of the enactment of the Airport and Airway Safety and Capacity Expansion Act of 1987 and only after consideration of the views of any interested community and the State agency of the State in which such community is located.

"(B) DETERMINATION FOR OTHER POINTS.—With respect to each eligible point for which a determination of what constitutes essential air transportation was not made before October 1, 1988, the Secretary shall determine what is basic essential air service to such point if the Secretary receives notice that service to such point will be provided by only 1 air carrier. Such determination shall be made no later than the last day of the 6-month period beginning on the date on which the Secretary receives such notice and only after the

and the State agency of the State in which such community is located. The Secretary may impose such notice requirements as may be necessary to implement this subparagraph.

"(C) CONTINUATION OF REQUIREMENT; TRANSITION PROVISIONS.—An air carrier required to provide essential air transportation before October 1, 1988, to an eligible point shall be required to continue to provide such transportation to such point after such date and the level of such transportation shall be deemed to be basic essential air service for purposes of this subsection until a determination is made under subparagraph (A) with respect to such point. The rate of compensation in effect for essential air transportation before such date shall continue in effect until a new rate is determined in accordance with the guidelines under subsection (f) of this section.

"(D) REVIEW.—The Secretary shall periodically review the basic essential air service level for each eligible point, and may, based upon such review and consultations with the interested community and the State agency of the State in which such community is located, make appropriate adjustments to the basic essential air service level.

"(2) NOTICE REQUIRED BEFORE TERMINATION, SUSPENSION, OR REDUCTION IN SERVICE.—An air carrier may not terminate, suspend, or reduce air transportation to any eligible point below the level of basic essential air service established under paragraph (1) unless such air carrier has given the Secretary, the appropriate State agency or agencies, and the communities affected at least 90 days notice before such termination, suspension, or reduction.

"(3) DETERMINATION OF NEED FOR COMPENSATION.—

"(A) SELECTION OF CARRIER.—Whenever the Secretary determines that basic essential air service will not be provided to an eligible point without compensation, the Secretary shall provide notice that applications may be submitted by any air carrier that is willing to provide such service to such point for compensation under this subsection. In selecting an applicant to provide basic essential air service to a point for compensation the Secretary shall, among other factors, consider—

"(i) the applicant's demonstrated reliability in providing scheduled air service;

"(ii) the contractual and marketing arrangements that the applicant has made with a larger air carrier to assure service beyond the hub airport;

"(iii) the interline arrangements which the applicant has made with a larger air carrier which allow passengers and cargo of the applicant at the hub airport to be transported by such large carrier through one reservation, one ticket, and one baggage check-in;

"(iv) the preferences of the actual and potential users of air transportation at the eligible point, giving substantial weight to the views of elected officials representing such users; and

"(v) with respect to any eligible point in the State of Alaska, the experience of an applicant in providing

scheduled air service pursuant to an exemption granted pursuant to section 416 of this title, in Alaska.

"(B) RATE OF COMPENSATION.—The Secretary shall establish, in accordance with the guidelines promulgated under subsection (f), the rate of compensation to be paid for providing basic essential air service under this subsection.

"(4) PAYMENT OF COMPENSATION.—The Secretary shall make payments of compensation under this subsection at times and in a manner determined by the Secretary to be appropriate. The Secretary shall continue to pay compensation to any air carrier to provide basic essential air service to an eligible point only for so long as the Secretary determines it is necessary in order to maintain basic essential air service to such point.

"(5) REQUIREMENT TO CONTINUE SERVICE.—If an air carrier has provided notice to the Secretary under paragraph (2) of such air carrier's intention to suspend, terminate, or reduce service to any eligible point below the level of basic essential air service to such point, and if at the conclusion of the applicable period of notice the Secretary has not been able to find another air carrier to provide basic essential air service to such point, the Secretary shall require the carrier which provided such notice to continue such service to such point for an additional 30-day period, or until another air carrier has begun to provide basic essential air service to such point, whichever first occurs. If at the end of such 30-day period the Secretary determines that no other air carrier can be secured to provide basic essential air service to such eligible point on a continuing basis, either with or without compensation, then the Secretary shall extend such requirement for such additional 30-day periods (making the same determination at the end of each such period) as may be necessary to continue basic essential air service to such eligible point until an air carrier can be secured to provide basic essential air service to such eligible point on a continuing basis.

"(6) COMPENSATION FOR CONTINUED SERVICE.—

"(A) CARRIERS RECEIVING COMPENSATION.—If an air carrier (i) which is providing air transportation to any eligible point, and (ii) which is receiving compensation under this subsection for providing such transportation, is required by the Secretary to continue service to such point beyond the date on which such carrier would, but for paragraph (5), be able to suspend, terminate, or reduce such service below the level of basic essential air service to such point, then after such date such carrier shall continue to receive such compensation until the Secretary secures another air carrier to provide basic essential air service to such point or the 90th day following such date, whichever is earlier. If, after such 90th day, the Secretary has not secured another air carrier to provide such service, the carrier required to continue to provide such service shall receive compensation in an amount sufficient—

"(i) to cover the carrier's fully allocated actual cost of performing the basic essential air service that was being provided at the time the 90-day notice of termination, suspension, or reduction of service is given to the Secretary under paragraph (2) plus a fair and

less than 5 percent of operating costs; and

"(ii) to provide the carrier an additional return which recognizes the demonstrated additional lost profits from opportunities foregone and the likelihood that such lost profits increase as the duration of the required basic essential air service increases.

"(B) CARRIERS NOT RECEIVING COMPENSATION.—If the Secretary requires an air carrier which is providing air transportation to an eligible point without compensation pursuant to paragraph (4) to continue to provide basic essential air service to such point beyond the 90-day notice period after which, but for paragraph (5) of this subsection, such air carrier would be able to suspend, terminate, or reduce service to such point below basic essential air service for such point, then the Secretary shall compensate such air carrier in an amount sufficient—

"(i) to cover the carrier's fully allocated actual cost of performing the basic essential air service that was being provided at the time the 90-day notice of termination, suspension, or reduction of service is given to the Secretary under paragraph (2) plus a fair and reasonable return on investment which shall not be less than 5 percent of operating costs; and

"(ii) to provide the carrier an additional return which recognizes the demonstrated additional lost profits from opportunities foregone and the likelihood that such lost profits increase as the duration of the required basic essential air service increases.

"(7) TRANSFER OF OPERATIONAL AUTHORITY AT CERTAIN HIGH-DENSITY AIRPORTS.—If an air carrier which is providing basic essential air service under this subsection between an eligible point and an airport at which the Administrator limits the number of instrument flight rule takeoffs and landings of aircraft provides notice to the Secretary of its intention to suspend, terminate, or reduce such service and another air carrier is secured to provide such service on a continuing basis, the Secretary shall require the carrier suspending, terminating, or reducing such service to transfer any operational authority which such carrier has to conduct a landing or takeoff at such airport with respect to such service to the carrier secured to provide such service unless the carrier secured to provide such service does not need such authority or such authority is being used to provide air service with respect to more than 1 eligible point.

"(8) EFFORT TO SECURE CARRIERS.—During any period for which the Secretary requires an air carrier to continue providing air transportation to an eligible point which such air carrier has proposed to terminate, reduce, or suspend, the Secretary shall continue to make every effort to secure an air carrier to provide at least basic essential air service to such eligible point, on a continuing basis.

"(9) PROHIBITION ON CERTAIN REDUCTIONS IN SERVICE.—Unless the Secretary has determined what is basic essential air service for any eligible point pursuant to paragraph (1) of this subsection, the Secretary shall, upon petition of any appropriate representative of such point prohibit any termination, suspen-

sion, or reduction of air transportation which reasonably appears to deprive such point of basic essential air service, until the Secretary has completed such determination.

"(c) ENHANCED ESSENTIAL AIR SERVICE.—

"(1) PROPOSAL.—

"(A) SUBMISSION.—A State or local government may submit a proposal to the Secretary for enhanced essential air service to an eligible point with respect to which basic essential air service is being provided under subsection (b).

"(B) CONTENTS.—A proposal submitted under this subsection shall specify the level and type of enhanced essential air service which the State or local government considers appropriate. Such proposal shall also include an agreement relating to compensation required for the proposed enhanced essential air service. Such agreement shall be subject to the requirements of subparagraph (C).

"(C) COMPENSATION AGREEMENT.—The agreement relating to compensation included in the proposal submitted by a State or local government under this subsection shall either—

"(i) provide for the State or local government or any person to pay 50 percent of the compensation required for the proposed enhanced essential air service and for the Federal share of such compensation to be 50 percent; or

"(ii) provide for the Federal share for such compensation to be 100 percent and provide that, if the proposed service is not successful in terms of the criteria established under paragraph (3)(C) for not less than a 2-year period, the eligible point shall not be eligible for air service for which compensation is payable by the Secretary under this section.

"(2) ESTABLISHMENT OF SERVICE.—Not later than 90 days after receiving a proposal under paragraph (1), the Secretary shall issue a decision on the proposal. The Secretary shall approve such proposal unless the Secretary determines that such proposal is not reasonable. If the Secretary determines that such proposal is not reasonable, the Secretary shall disapprove such proposal and notify the State or local government submitting such proposal of such disapproval and the reasons therefor.

"(3) REVIEW.—

"(A) PROPOSALS FOR 50 PERCENT FEDERAL SHARE.—If the enhanced essential air service approved under this subsection is to be at a 50 percent Federal share, the Secretary shall periodically review the level and type of such service to an eligible point and may, based upon such review and consultations with the community and the government or person paying the non-Federal share, make appropriate adjustments to the level and type of enhanced essential air service to such point.

"(B) PROPOSALS FOR 100 PERCENT FEDERAL SHARE.—If the enhanced essential air service approved under this subsection is to be at a 100 percent Federal share, the Secretary shall periodically review air service provided to an eligible point under this subsection. If the Secretary finds, after

successful in terms of the criteria established under subparagraph (C) for not less than a 2-year period, such eligible point shall not be eligible for air service for which compensation is payable by the Secretary under this section.

"(C) CRITERIA OF SUCCESS.—The Secretary shall establish, by regulation, objective criteria for determining whether or not enhanced essential air service to an eligible point provided under this subsection is successful in terms of increasing passenger usage of the airport facilities at such point and reducing the amount of compensation provided by the Secretary under this subsection for such service.

"(4) NOTICE BEFORE TERMINATION, SUSPENSION, OR REDUCTION OF SERVICE.—An air carrier may not terminate, suspend, or reduce air transportation to an eligible point for which a determination of enhanced essential air service has been made below the level of such service approved by the Secretary under this subsection unless such carrier has given the Secretary, the community affected, and the government or person paying the non-Federal share at least 30 days' notice before such termination, suspension, or reduction. Nothing in this paragraph relieves an air carrier of its obligations under subsection (b).

"(5) PAYMENT OF COMPENSATION.—The Secretary shall make payments of compensation under this subsection at times and in a manner determined by the Secretary to be appropriate. The Secretary shall continue to pay the compensation to an air carrier to provide enhanced essential air service to an eligible point only for so long as such carrier maintains the level of enhanced essential air service and the government or person agreeing to pay any non-Federal share continues to pay such share and only for so long as the Secretary determines it is necessary in order to maintain such service to such point.

"(6) PAYMENT OF NON-FEDERAL SHARE.—The Secretary may require appropriate payment in advance or such other security to assure that non-Federal payments for enhanced essential air service under this subsection are made on a timely basis.

"(7) COMPENSATION FOR ENHANCED ESSENTIAL AIR SERVICE DEFINED.—For purposes of this subsection, compensation for enhanced essential air service to an eligible point covers only those costs incurred for providing air service to such point which are in addition to the costs incurred for providing basic essential air service to such point under this section.

"(d) COMPENSATION FOR SERVICE TO OTHER SMALL COMMUNITIES.—

"(1) PROPOSAL.—A State or local government may make a proposal to the Secretary for compensated air transportation in accordance with this subsection to a point that is not an eligible point under this section.

"(2) DETERMINATION OF ELIGIBILITY.—

"(A) DESIGNATION OF POINTS.—Not later than 90 days after the submission of a proposal under this subsection, the Secretary—

"(i) shall determine whether or not to designate the point for which such proposal is made as eligible to receive compensation under this subsection; and

"(ii) shall approve or disapprove such proposal and notify the State or local government.

The Secretary shall approve such proposal if the State or local government submitting the proposal or any other person is willing and able to pay 50 percent of the cost of providing the proposed compensated air transportation; except that the Secretary shall disapprove such proposal if the Secretary determines that such proposal is not reasonable. In the case of disapproval of a proposal, the notification of such disapproval must include the reasons for such disapproval.

"(B) **SMALL COMMUNITY SERVICE.**—Notwithstanding subparagraph (A)(ii), the Secretary shall approve a proposal submitted under this subsection for compensated air transportation to a point in the 48 contiguous States and designate such point as eligible for compensation under this subsection—

"(i) if, at any time before October 23, 1978, the point was served by an air carrier that held a certificate issued under section 401;

"(ii) if the point is more than 50 miles from the nearest small hub airport or an eligible point;

"(iii) if the point is more than 150 miles from the nearest hub airport; and

"(iv) if the State or local government submitting the proposal or any other person is willing and able to pay 25 percent of the cost of providing the proposed compensated air transportation.

"(C) **CRITERIA FOR DETERMINING REASONABLENESS.**—In determining whether or not a proposal submitted under this subsection is reasonable, the Secretary shall consider, among other factors, the traffic generating potential of the point, the cost to the Federal Government of providing the proposed service, and the distance of the point from the closest hub airport.

"(D) **WITHDRAWAL OF DESIGNATION.**—After notice and an opportunity for any interested person to comment, the Secretary may withdraw the designation of a point under subparagraph (A) as eligible to receive compensation under this subsection if the point has received air service under this subsection for at least 2 years and the Secretary determines that withdrawal of that designation would be in the public interest. The Secretary shall establish, by regulation, standards for determining whether or not withdrawal of a designation under this paragraph is in the public interest. Such standards shall include, but not be limited to, the factors set forth in subparagraph (C).

"(3) **LEVEL OF SERVICE.**—

"(A) **INITIAL DETERMINATION.**—If the Secretary designates a point under paragraph (2), the Secretary shall determine the level of service to be provided under this subsection. The Secretary shall determine such level after considering the views of any interested community, the State agency of the State in which the point is located, and the government or person agreeing to pay the non-Federal share of the cost of the proposed service. The Secretary shall determine such level not later than 6 months after the date on which the Secretary designates such point under paragraph (2).

"(B) **REVIEW.**—The Secretary shall periodically review the level of air service provided under this subsection and may, based upon such review and consultation with any interested community, any State agency of the State in which the community is located, and any government or person providing the non-Federal share of the compensation for the service, make appropriate adjustments in the level of service.

"(4) **SELECTION OF CARRIER.**—After making the determinations required by paragraph (3) with respect to a designated point, the Secretary shall provide notice that applications may be submitted by any air carrier that is willing to provide the level of air service determined under paragraph (3) with respect to such point. In selecting an applicant to provide such service the Secretary shall, among other factors, consider the factors set forth in subsection (b)(3)(A) and shall also consider the views of the government or person paying the non-Federal share of the cost of the service.

"(5) **NON-FEDERAL SHARE.**—Except as provided in paragraph (2)(B), the non-Federal share for compensation required for providing air service under this subsection shall be 50 percent.

"(6) **NOTICE BEFORE TERMINATION, SUSPENSION, OR REDUCTION OF SERVICE.**—An air carrier may not terminate, suspend, or reduce air transportation to an eligible point for which compensation is paid under this subsection below the level of such service established by the Secretary under paragraph (3) unless such carrier has given the Secretary, the community affected, and the government or person paying the non-Federal share at least 30 days' notice before such termination, suspension, or reduction.

"(7) **PAYMENT OF COMPENSATION.**—The Secretary shall make payments of compensation under this subsection at times and in a manner determined by the Secretary to be appropriate. The Secretary shall continue to pay compensation to an air carrier to provide service to a point designated under this subsection only for so long as such carrier maintains such service and the government or person agreeing to pay the non-Federal share continues to pay such share and only for so long as the Secretary determines it is necessary in order to maintain such service to such point.

"(8) **PAYMENT OF NON-FEDERAL SHARE.**—The Secretary may require appropriate payment in advance or such other security to assure that the non-Federal payments for air service under this subsection are timely made.

"(e) **FITNESS.**—

"(1) **GENERAL RULE.**—Notwithstanding section 416(b) of this title, the Secretary shall prohibit any air carrier from providing service to an eligible point and from providing service to a point designated under subsection (d), unless the Secretary determines that such air carrier—

"(A) is fit, willing, and able to perform such service; and

"(B) that all aircraft which will be used to perform such service and all operations relating to such service will conform to the safety standards established by the Administrator.

"(2) **LIMITATION ON COMPENSATION.**—The Secretary may not pay compensation to any air carrier for providing air service

under this section unless the Secretary finds that such carrier is able to provide the air service in a reliable manner.

"(f) GUIDELINES FOR COMPENSATION.—The Secretary shall establish guidelines to be used in computing the fair and reasonable amount of compensation required to ensure the continuation of air service under this section. Such guidelines shall provide for a reduction in compensation in any case in which an air carrier fails to perform any agreed upon air service. Such guidelines shall take into account amounts needed by air carriers to promote public use of the service for which compensation is to be made and shall include expense elements based upon representative costs of air carriers providing scheduled air transportation of persons, property, and mail, using aircraft of the type determined by the Secretary to be appropriate for providing such service. Amounts needed for promotion of such service shall be a special, segregated element of the required compensation.

"(g) DEADLINE FOR PAYMENT OF COMPENSATION.—Not later than 15 days after receiving a written claim for compensation from an air carrier for providing air service under this section, the Secretary shall pay the Federal share of such claim or deny payment of the Federal share of such claim and notify the carrier of such denial and the reasons therefor.

"(h) INSURANCE.—An air carrier shall not receive compensation under this section unless such air carrier complies with regulations or orders issued by the Secretary governing the filing and approval of policies of insurance or plans for self-insurance in the amount prescribed by the Secretary which are conditioned to pay, within the amount of such insurance, amounts for which such air carrier may become liable for bodily injuries to or the death of any person, or for loss of or damage to property of others, resulting from the operation or maintenance of aircraft.

"(i) CARRIER OBLIGATIONS.—If 2 or more air carriers enter into an agreement to operate under or use a single air carrier designator code to provide air transportation, the air carrier whose code is being used under such agreement shall share responsibility with the other carriers for the quality of service provided under such code to the public by such other carriers.

"(j) ENCOURAGEMENT OF JOINT AIR SERVICE PROPOSALS.—The Secretary shall encourage the submission of joint proposals by 2 or more air carriers for providing air service under this section through arrangements which will maximize service to and from major destinations beyond the hub.

"(k) DEFINITIONS.—For purposes of this section—

"(1) BASIC ESSENTIAL AIR SERVICE.—The term 'basic essential air service' means scheduled air transportation of persons and cargo to a hub airport (or, in any case in which the nearest hub airport is more than 400 miles and in the case of Alaska, to a small hub or nonhub airport) which has convenient connecting or single-plane air service to a substantial number of destinations beyond such airport. Such transportation shall include, at least, the following elements:

"(A)(i) with respect to a point not in the State of Alaska, 2 daily round trips 6 days per week, with not more than 1 intermediate stop on each flight; or

"(ii) with respect to a point in the State of Alaska, a level of service that is not less than that which existed in calendar year 1976, or 2 round trips per week, whichever is

greater, unless otherwise specified under an agreement between the Secretary and the State agency of the State of Alaska, after consultation with the community affected;

"(B) flights at reasonable times taking into account the needs of passengers with connecting flights at such airport and at rates, fares, and charges which are not excessive when compared to the generally prevailing fares of other air carriers for like service between similar pairs of points;

"(C) with respect to a point (not in the State of Alaska, service provided in an aircraft with an effective capacity of at least 16 passengers if the average daily enplanements at such point in any calendar year beginning after December 31, 1976, and ending on or before December 31, 1986, exceeded 11 passengers unless—

"(i) requiring such service would require the payment of compensation in a fiscal year under subsection (b)(4) or (b)(6) with respect to such point when no compensation under such subsection would otherwise be paid with respect to such point in such fiscal year; or

"(ii) the community concerned agrees in writing with the Secretary to the use of smaller aircraft to provide service to such point;

"(D) service which accommodates the estimated passenger and cargo traffic at an average load factor of not greater than—

"(i) 50 percent, or

"(ii) in any case in which such service is being provided with aircraft with 16 passenger seats or more, 60 percent

for each class of traffic taking into account seasonal demands for such service;

"(E) service provided in an aircraft with at least 2 engines and using 2 pilots, unless scheduled air transportation in aircraft with at least 2 engines and using 2 pilots has not been provided with respect to the point on each of 60 consecutive operating days at any time since October 31, 1978; and

"(F) in the case of service which regularly exceeds 8,000 feet in altitude, service provided with pressurized aircraft.

"(2) ENHANCED ESSENTIAL AIR SERVICE.—The term 'enhanced essential air service' means scheduled air transportation to an eligible point of a higher level or quality than basic essential air service.

"(3) HUB AIRPORT.—The term 'hub airport' means an airport that annually has 0.25 percent or more of the total annual enplanements in the United States.

"(4) NONHUB AIRPORT.—The term 'nonhub airport' means an airport that annually has less than 0.05 percent of the total annual enplanements in the United States.

"(5) SMALL HUB AIRPORT.—The term 'small hub airport' means an airport that annually has 0.05 percent or more, but less than 0.25 percent, of the total annual enplanements in the United States.

"(l) DURATION OF PROGRAM.—This section shall not be in effect after September 30, 1998."

(2) CONFORMING AMENDMENT.—The table of contents contained in the first section of the Federal Aviation Act of 1958 is

amended by striking out the item relating to section 419 and inserting in lieu thereof the following:

"Sec. 419. Small community air service.

"(a) Eligible point defined.

"(b) Basic essential air service.

"(c) Enhanced essential air service.

"(d) Compensation for service to other small communities.

"(e) Witness.

"(f) Guidelines for compensation.

"(g) Deadline for payment of compensation.

"(h) Insurance.

"(i) Carrier obligations.

"(j) Encouragement of joint air service proposals.

"(k) Definitions.

"(l) Duration of program."

(3) **EFFECTIVE DATE.**—The amendments made by this subsection shall take effect October 1, 1988.

SEC. 202. AIRCRAFT COLLISION AVOIDANCE SYSTEMS.

(a) **FINDINGS.**—Congress finds that—

(1) the number of near midair collisions is an indication that additional measures must be taken to assure the highest level of air safety in the United States;

(2) public health and safety requirements necessitate the timely completion and installation of a collision avoidance system for use by commercial aircraft flying in the United States;

(3) the Traffic Alert and Collision Avoidance System promises to reduce the threat to life caused by midair collisions, particularly collisions between general aviation aircraft and commercial aircraft;

(4) the Traffic Alert and Collision Avoidance System will succeed only to the degree that other aircraft posing a collision threat use operating transponders with automatic altitude reporting capability; and

(5) the Federal Aviation Administration should continue at a deliberate pace the development of additional technologies, including the collision avoidance system known as TCAS-III, to ensure the safe separation of aircraft.

(b) **GENERAL RULES.**—Section 601 is amended by adding at the end the following new subsection:

"(f) **COLLISION AVOIDANCE SYSTEMS.**—

"(1) **DEVELOPMENT AND CERTIFICATION.**—

"(A) **STANDARDS.**—The Administrator shall complete development of the collision avoidance system known as TCAS-II so that such system will be operable under visual and instrument flight rules and will be upgradable to the performance standards applicable to the collision avoidance system known as TCAS-III.

"(B) **SCHEDULE.**—The Administrator shall develop and implement a schedule for development and certification of the collision avoidance system known as TCAS-II which will result in completion of such certification not later than 18 months after the date of the enactment of this subsection.

"(C) **MONTHLY REPORTS.**—The Administrator shall transmit to Congress monthly reports on the progress being

made in development and certification of the collision avoidance system known as TCAS-II.

"(2) **INSTALLATION.**—The Administrator shall require by regulation that, not later than 30 months after the date of certification of the collision avoidance system known as TCAS-II such system be installed and operated on each civil aircraft which has a maximum passenger capacity of more than 30 seats and which is used to provide air transportation of passengers including intrastate air transportation of passengers.

"(3) **TRANSPONDERS.**—Not later than 6 months after the date of the enactment of this subsection, the Administrator shall promulgate a final rule requiring the installation and use of operating transponders with automatic altitude reporting capability for aircraft operating in designated terminal airspace where radar service is provided for separation of aircraft. For such terminal airspace, other than Terminal Control Areas and Airport Radar Service Areas, the Administrator may provide for access to such airspace by nonequipped aircraft if the Administrator determines that such access will not interfere with the normal traffic flow. Such final rule shall require the installation and use of such transponders not later than 36 months after the date of the enactment of this subsection."

(c) **CONFORMING AMENDMENT.**—That portion of table of contents contained in the first section of the Federal Aviation Act of 1958 which appears under the heading

"Sec. 601. General safety powers and duties."

is amended by adding at the end the following:

"(f) Collision avoidance systems."

(d) **COMPLETION OF RESEARCH AND DEVELOPMENT.**—

(1) **GENERAL RULE.**—The Administrator shall complete the research and the development on, and the certification of, the collision avoidance system known as TCAS-III as soon as possible.

(2) **AUTHORIZATION OF APPROPRIATION.**—There are authorized to be appropriated such sums as may be necessary from the Airport and Airway Trust Fund to carry out this subsection.

SEC. 204. CIVIL PENALTIES.

(a) **FOR HAZARDS TO COMMERCE.**—Section 901(a)(1)(A) is amended by striking out "1114," and inserting in lieu thereof "1101 or 1114."

(b) **INCREASED PENALTY FOR AIR CARRIERS.**—The first sentence of section 901(a)(1) is amended by inserting after "\$1,000 for each such violation," the following: "except that a person who operates aircraft for the carriage of persons or property for compensation or hire (other than an airman serving in the capacity of an airman) shall be subject to a civil penalty not to exceed \$10,000 for each violation of title III, VI, or XII of this Act, or any rule, regulation, or order issued thereunder, occurring after the date of the enactment of the Airport and Airway Safety and Capacity Expansion Act of 1987, and".

(c) **CLARIFICATION OF DETERMINATION OF PENALTY.**—The second sentence of section 901(a)(1) is amended by inserting ", or each flight with respect to which such violation is committed, if applicable," after "each day of such violation".

(d) **COMPROMISE.**—Section 901(a)(2) is amended—

TESTIMONY BEFORE THE SENATE TRANSPORTATION COMMITTEE

SJR 27 - VALDEZ ESSENTIAL AIR SERVICE

MARCH 7, 1989

INTRODUCTION OF STAFF

SJR 27 REQUESTS THAT THE U.S. DEPARTMENT OF TRANSPORTATION APPROVE THE CITY OF VALDEZ' REQUEST FOR AN ESSENTIAL AIR SERVICE SUBSIDY AND REQUESTS THAT CONGRESS INCREASE THE FUNDING FOR THIS PROGRAM SO THAT SUFFICIENT FUNDS ARE AVAILABLE FOR VALDEZ' REQUEST.

ESSENTIAL AIR SERVICE IS A PROGRAM ADMINISTERED BY THE U.S. DEPT. OF TRANS. WHICH SUBSIDIZES AIR SERVICE TO SMALLER COMMUNITIES WHICH WOULD NOT BE ABLE TO RECEIVE SCHEDULED AIR SERVICE. GENERALLY, THESE COMMUNITIES WOULD NOT BE ABLE TO GENERATE ENOUGH PASSENGERS TO COVER THE CARRIER'S COSTS SO UNDER THE ESSENTIAL AIR SERVICE PROGRAM, THE U.S. DEPT. OF TRANS. DETERMINES THE MINIMUM LEVEL OF EAS THAT A COMMUNITY REQUIRES AND THEN PROVIDES A SUBSIDY - IF NECESSARY - TO ENSURE THAT THE MINIMUM LEVEL OF SERVICE IS PROVIDED.

208 COMMUNITIES IN ALASKA HAVE RECEIVED EAS DETERMINATIONS AND 41 COMMUNITIES PROVIDE SUBSIDIZED SERVICE.

ORIGINALLY ENACTED AFTER AIRLINE DEREGULATION, THE ESSENTIAL AIR SERVICE SUBSIDY PROGRAM WAS DUE TO REMAIN IN EFFECT UNTIL 1988. THIS PERIOD WAS EXTENDED BY CONGRESS 1987 FOR ANOTHER 10 YEARS. THE COMMUNITIES WHICH ARE PRESENTLY RECEIVING SERVICE ARE TO BE REEVALUATED BASED ON CERTAIN CRITERIA AND THERE ARE PROVISIONS FOR ADDITIONAL SERVICE IF COMMUNITIES AGREE TO SHARE IN SOME OF THE COST OF THE SUBSIDY.

FOR MORE SPECIFICS ON THE PROGRAM, THE DOTPF IS HERE TO PROVIDE ANSWERS.

YOU HAVE IN YOUR PACKETS A LETTER FROM VALDEZ MAYOR JOHN DEVENS EXPLAINING THE COMMUNITY'S NEED FOR ESSENTIAL AIR SERVICE. WHILE VALDEZ IS UNIQUE IN ITS GEOGRAPHIC AND CLIMATIC CONDITIONS WHICH MAKE FLYING IN AND OUT A PROBLEM, ESPECIALLY DURING THE WINTER MONTHS, THE PROBLEM BECAME EXACERBATED WHEN THE FAA CANCELLED ALL NIGHT FLIGHTS IN AND OUT OF VALDEZ BASED ON THE TYPE OF AIRCRAFT SERVING VALDEZ. IN ADDITION, FAA ALSO INCREASED THE MINIMUMS, WHICH DECREASES THE NUMBER OF "SUCCESSFUL" DAYTIME FLIGHTS

1476
SJR 27
- essential
air serv
with 475
passengers.

The Dash 7 did operate
in 80's + they essential air service economy
was met - were + level of service dropped
allows aircraft to meet
minimum

THE CITY OF VALDEZ HAS INSTALLED A MICROWAVE LANDING SYSTEM WHICH ESSENTIALLY ~~INCREASES~~ THE MINIMUMS WHICH ARE NECESSARY. HOWEVER, THE ONLY AIRCRAFT THAT COULD PROVIDE VALDEZ WITH RELIABLE AIR SERVICE IS THE DEHAVILLAND DASH-7, WHICH UTILIZES A RADAR CAPABLE OF LOCKING INTO THIS SYSTEM. WITH THE FOUR ENGINES ON THIS PLANE, IT ALSO HAS THE POWER NECESSARY TO GET AROUND THE MOUNTAINS.

VALDEZ IS PRESENTLY AVERAGING LESS THAN ONE FLIGHT PER DAY. 4 FLIGHTS IN DURING THE MONTH OF NOVEMBER.

THE CITY OF VALDEZ HAS WORKED WITH OUR DEPARTMENT OF TRANSPORTATION ON THEIR PROPOSAL FOR AN ESSENTIAL AIR SERVICE SUBSIDY. IT IS IMPORTANT TO REITERATE THAT THIS RESOLUTION IS NOT ATTEMPTING TO DECREASE FUNDING FOR ANY OTHER COMMUNITY. RATHER IT SPECIFICALLY REQUESTS ADDITIONAL FUNDS FROM CONGRESS FOR THE VALDEZ PROPOSAL.

I HAVE SPOKEN WITH MAYOR DEVENS AND THE CITY MANAGER FOR VALDEZ DOUG GRIFFIN. THIS RESOLUTION IS HIGHLY SUPPORTED BY THE CITY COUNCIL AND THE RESIDENTS OF THE COMMUNITY

SENATOR KERTTULA WOULD APPRECIATE THE SENATE TRANSPORTATION COMMITTEES FAVORABLE ACTION ON SJR 27

HOUSE COMMITTEE REPORT

(5)

Date Referred: March 13, 1989

FURTHER REFERRALS: FINANCE

Date of Committee Action: 3/23

The TRANSPORTATION Committee considered:

SJR 27

SENATE JOINT RESOLUTION NO. 27

[VALDEZ ESSENTIAL AIR SERVICE SUBSIDY]

Relating to an essential air service subsidy for the City of Valdez.

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

SIGNING DO PASS:

SIGNING:

(Check approp. column)

Arew A. Suman
Richard J. Bey
Bill Hulse
Butter Cats

	Do Not Pass	No Rec	Amend

Butter Cats

Chairman's signature



Representative Bette Cato, Chair House Transportation Committee

DATE: 3/23/89

PLACE: #17 House Transportation

SUBJECT OF MEETING:

SJR: 27

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
Raula Terrel	Sen. Idettula	P.O. Box ✓ Juneau, AK 99811	99811	465-3771 →		(Y) N	SJR 27
Renee Simons	DOT	D.O.T. P.O. Box 2 Juneau, AK	99811	3900	3900	Y N	SJR 27
						Y N	
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3/23

8:32

STR 27

Command
Foster

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Paula Tackel - Sen. Kerbelu

Written Testimony.

OP9

Rep. Lewan

What would the size of Subseely need to be

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Randy Phillips - 500.m

250. Gov 250 C. by

121 Cato - States I.F.R.

134 Bill - Pointed out ^{General. Answer and Review} Valley ~~is~~
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155 Rep Foster arrive

~~155~~

155 Helson.

Dot Synthesis as written on ^{long, off real fast} will ^{will} ^{peruse} ^{some} ^{files}
Looking at Valley Re ^{explanation}

181 Foster I/R Hudson Base.

8:45.

S J R

36

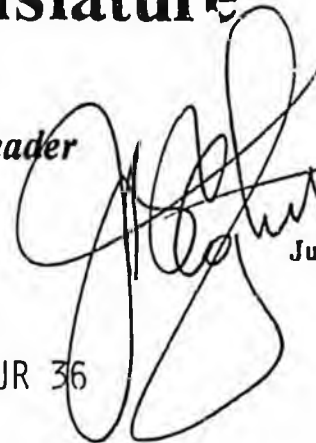


Official Business

Alaska State Legislature

SENATE

Office of the Minority Leader



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

SPONSOR STATEMENT FOR SJR 36

SJR 36 CREATES A MECHANISM UNDER WHICH A LYNN CANAL CORRIDOR CAN BE USED TO BUILD A ROAD. THE FINAL VERSION OF SJR 36 IS THE RESULT OF A NUMBER OF COMPROMISES BETWEEN CONCERNED PARTIES IN THE SENATE. THE RESOLUTION IS A TRUE COMPROMISE IN THAT ALL OF US HAS SOMETHING IN THE RESOLUTION WE DON'T LIKE, BUT ON THE WHOLE THE RESOLUTION IS SOMETHING WE CAN LIVE WITH.

THE EFFECT OF SJR 36 WOULD BE TO SET ASIDE A CORRIDOR FROM WHICH A ROAD COULD BE BUILT SOMETIME IN THE FUTURE. CONSIDERING THAT THE US SENATE IS PRESENTLY CONSIDERING LOCKING UP THE WHOLE AREA, IT'S ESSENTIAL THAT ALASKA ACT QUICKLY TO SETTLE THE ISSUE.

A COMPLAINT OF A NUMBER OF MY CONSTITUENTS IS THAT IT'S VERY DIFFICULT TO GET TO JUNEAU. SJR 36 CREATES A SYSTEM UNDER WHICH IMPROVED ACCESS TO THE CAPITOL CAN BE ACHIEVED.

I STRONGLY URGE THE TRANSPORTATION COMMITTEE TO MOVE OUT SJR 36.

FISCAL NOTE

Revision Date: 3-16-89
Title: Requesting Congress to Reserve a
Highway Corridor for Lynn Canal Road

Agency Affected: DOT&PF
BRU:

Sponsor: Coghill
Requestor: Senate Transportation

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
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REVENUE	0	0	0	0	0	0
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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)

SEE ATTACHED

Prepared by: R. T. Meketa, Chief of Planning
Division: Southeast Region, DOT&PF

Phone: 789-6264
Date: 4-7-89

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

Date: 4/10/89

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

Changes in CSSJR 36 (Fin)
have no fiscal impact.
This fiscal note is
appropriate. 3/21/90
Lack of fiscal impact
would continue beyond
1996.

ANALYSIS - SJR 36

Senate Joint Resolution 36 (SJR 36) requests the Congress to reserve a two-mile wide highway corridor along the east side of Lynn Canal for the purpose of accommodating a future Juneau-Haines-Skagway road connection.

No detailed planning, environmental, or engineering studies have been completed that would allow the department to identify a specific preferred road alignment or other design criteria. Therefore, neither the location nor width of the needed corridor can be positively determined at this time.

There is no fiscal impact from the Resolve.

FISCAL NOTE

Revision Date: 3-16-89
Title: Requesting Congress to Reserve a
Highway Corridor for Lynn Canal Road

Agency Affected: DOT&PF
BRU:

Sponsor: Coghill
Requestor: Senate Transportation

Components:

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

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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
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REVENUE	0	0	0	0	0	0
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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)

SEE ATTACHED

Prepared by: R. T. Meketa, Chief of Planning
Division: Southeast Region, DOT&PF

Phone: 789-6264
Date: 4-7-89

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

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

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No detailed planning, environmental, or engineering studies have been completed that would allow the department to identify a specific preferred road alignment or other design criteria. Therefore, neither the location nor width of the needed corridor can be positively determined at this time.

There is no fiscal impact from the Resolve.

Senator John B. (Jack) Coghill

Alaska State Legislature


Box V
Juneau, Alaska 99811
(907) 465-4797

Box 55028
North Pole, Alaska 99705
(907) 488-0862



MEMORANDUM

DATE: April 18, 1990

FROM: Senator Jack Coghill 

TO: Representative Richard Foster
Chairman, House Transportation

SUBJECT: Hearing for SJR 36

SJR 36 has been in the House Transportation Committee since March 30, and has not been scheduled for a hearing. SJR 36 is the result of a number of compromises made between different Senators. The end product was something that all of us could live with.

SJR 36 creates a mechanism in which a Lynn Canal Corridor can be used to build a road. The benefits to the people of Alaska are considerable.

I strongly urge you to hold a hearing as soon as possible. We have a little under 20 days before the session comes to a close. It's essential that we get SJR 36 moving before we run out of time.

SOUTHEAST CONFERENCE

P.O. Box 22286

Juneau, Alaska 99802

February 12, 1990

Honorable Senator J. Bennett Johnston, Chairman
Senate Energy and Natural Resources Committee

Dear Senator Johnston:

We thank you and other members of the Senate Energy and Natural Resources Committee for the hard work you have done on Tongass National Forest management issues. We also appreciate the consideration and interest you have shown for the original Southeast Conference proposal.

As your deliberations on the Tongass near an end we would like to make several points regarding the Conference proposal.

First, it continues to be the preference of the Conference that disputes over the Tongass land use be resolved through the Tongass Land Management Plan (TLMP) revision process. We believe that the TLMP revision process is fair and allows the public to participate. The process assures careful consideration of both local and national interests and leads to the best use and/or preservation of resources. To date, the U.S. Forest Service has spent \$5.0 million on the TLMP process and has held meetings regarding the issue in all of the communities of Southeast Alaska.

We acknowledge, however, Congress will probably pass legislation affecting the Tongass before the U.S. Forest Service completes the revision process. If it does, the question is what should it use in place of the Forest Service land proposal, the Southeast Conference proposal or HR 987's land proposal.

We believe that if Congress must act, they should do so with appropriate recognition of existing legislative acts, and in ways which will allow the TLMP revision process to proceed and which would facilitate, rather than block, that planning process.

Second, while we have identified a number of areas that should be protected from commercial timber harvest, we have always specified that these areas should not be classified as, "capital W", Wilderness. We previously had proposed a Legislative LUD II classification. However, this classification will no longer be used by the Forest Service in the TLMP revision. We thus support, instead, a legislated land use classification for the protected areas that will protect certain land areas from commercial timber harvest, while not stopping mining, lodges, roads, or other needed uses which fit within the TLMP.

Senator Johnston
Page 2

Third, as you and others, including the Southeast Conference, have heard through a continuous flow of communications, the 12 areas and their boundaries, as originally proposed, did not reflect some concerns very dear to many communities in Southeast Alaska. As a result, a proposal was submitted to the SEC board on January 23, 1990 which proposed a modification of some of the original boundaries and added several areas to be included in the no timber harvest designation. This proposal is being forwarded to you as it was approved at a subsequent meeting on February 2, 1990. Pertinent comments from the public received during the comment period will follow shortly under separate cover.

This proposal adds areas important to five Southeast Alaska communities to the original list. Six of the original twelve areas have not been changed and six have been changed to allow resource development not considered in the original proposal.

You will be acting on a matter that deeply effects the lives of those who live here in the Tongass National Forest. We urge you to keep that fact before you as you deal with this difficult matter.

Sincerely,

Mayor Ted Ferry,
President Southeast Conference

April 20, 1989

The Juneau Empire
c/o Carl T. Sampson
Juneau, Alaska

Dear Editor:

All the people of Juneau should protest to the legislators about making the capital city more accessible. Not just because not having access to the outside world is a burden that is grievous to bear, but because a combination of an extension of highway 7 (Glacier highway) and high speed ferries can quickly bring prosperity for Juneau and a booming economy for the rest of the state of Alaska.

Freedom is the state of being at liberty rather than in confinement. So, one instance where our personal freedom is infringed upon is during the winter: the climate is so harsh that the planes and jets can't fly in or out of Juneau. The state ferries are on such a limited schedule that it makes (to few stops in and out of Juneau to really matter). Since there are no highways going in and out of Juneau: there is no way out. The capital city people have no freedom from want: the cost of the airlines and the state ferries are at a cost that not everybody can afford (this is an important consideration since traveling by air and traveling by sea are the only ways out of here). Also, the people in Juneau have no freedom from want to escape the harsh climate. The winters in Juneau are too long, they last about 5 months. For most of the year it rains and there is practically no sunshine here at all. If ever there is another "Siberian winter storm", here in Juneau, that lasts

communities would be side by side rather than the worlds apart status quo. The American/Canadian communities brought together so that they would be side by side would bring more glamour to both communities. To make Juneau a destination for tourists and vacationists-~~you~~ need to make the place more glamorous. So its plain to see that the Glacier highway could be a network(a chain of interconnected operations) with the mining industry and the tourism industry, via the high speed ferries. Also, the function of highways, the function of the tourism industry and the function of the mining industry have a combining relationship of functions which would immediatly affect the local economy and eventually bring a healthy and expanding economy for Alaska. Another function which would help bring a expanding economy is the function of state government. So, in what otherwise could be a booming economy the state legislators unshamefully or unknowingly choose to take the choice which perpetuates an irresponsible status quo: it makes no sense to make major budget cuts.

So all the people of Juneau should protest to the legislators about addressing this great affliction of having no access to the outside world. Everybody, also, needs to have the same dream, because once we all have the same dream-the dream becomes a reality. If everone would just choose one option such as; extending the glacier highway to the, immediate, northern side of the mines, which is about another 10-15 miles, in northern Berners bay and build the ferry terminals on the northern side of the mines, this plan may just come to pass. Its not like extending the glacier highway to the northern side of the mines would be a total loss if the mining companies decide not to mine there

Indefinitely a road would be needed to aid in a quick escape or to bring quick relief.

The state of Alaska needs to extend the Glacier highway from Echo Cove to just the, immediate, northern side of the potentialities, the Kensington and Jualin mines, so that the mines will be accessible to Juneau. Also, the state should build the ferry terminals, for the high speed ferries, on the immediate, northern side of the mines. In the hopes that the mining companies will be attracted to the mines, because the mines will then be accessible to the outside world. This plan is a sure bet and should not fail at attracting the mining companies to the mines in northern Berners bay: i.e. building the ferry terminals somewhere in the northern vicinity of the mines, thereby, making access to the outside world as well as to Juneau. Also, this plan to attract the mining companies is needed as a combined function which would bring a healthy and expanding economy for Alaska.

Building the ferry terminal on the immediate, northern side of the mines would be a temporary solution to the "no access" problem Juneau is afflicted with. Moreover, building the ferry terminals on the northern side of the mines would be more viable(able to exist successfully). If the ferry terminal is built at Echo Cove, the high speed ferries, just as the regular ferries, will take too much time and lose potential customers. Because the key for any mass transit, to increasing revenue is "we want quick and cheap transit". Also, the Glacier highway to Haines, which could be commenced right away and finished sometime in the future, as well as the high speed ferries, would move borders. The American/Canadian

at the mines. Since the ferry terminals will be built there, north of the bay, there is a good chance that the tourism industry will flourish via the high speed ferries. According to the American Association of State Highway and Transportation Officials, "If America is to maintain its economic leadership in the world economy and avoid the negative and costs effects of inaction", AASHTO said, "the nation must commit the required funds to improve its transportation system". Besides making Juneau accessible, being in the public interest, building the ferry terminal in the proposed vicinity would be solving tommarows problems today. There is a good chance potential customers may get discouraged because the high speed ferries may be to time consuming, thats if the high wpeed ferrie terminal is built at Echo Cove rather than Northern Berners bay. So i urge the capital city residents to stand up for what is right and true, and protest. as you pass by the capital building, stop to ring the bell, "from every mountainside let freedom ring". As you pass by in your car, honk your horn (for a highway to Haines). Get in touch with the legislators and tell them that we, the capital city residents, should storm the gates of Haines.

Sincerely,

J. R. Austin