

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990

8672

6669

SENATE STATE AFFAIRS

1073


Senator Pouchot
Chairman, State Affairs
Pouch U
Juneau, AK. 99911

Dear Sir:

I am advised that you and other members of the Senate State Affairs Committee are presently reviewing a Bill sponsored by Senator Jim Duncan and others which would place Probation Officers under the Peace Officer Retirement System. I should like to offer my support of this Bill. As a Correctional Officer, I work with various probation officers on a daily basis and I am thoroughly familiar with their duties and responsibilities regarding the control and management of criminal offenders both in correctional facilities as well as in the community. Institutional Probation Officers share the same work environment as I do and are required to assume the same proximity to the inmate population during the course of their daily business.

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Thanking you in advance



Linda D. Baldwin
Correctional Officer

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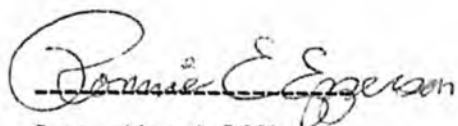
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Assistant Superintendent 1/30/90

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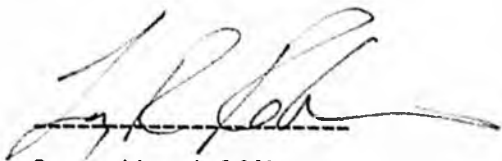
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Larry Barr COA

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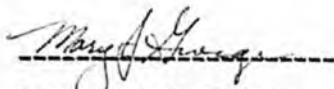
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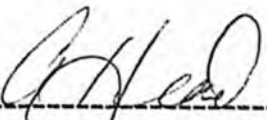
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B.E. Adler COJ

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CORBIN G. FIELDS IN YOUR AREA
Corbin G. Fields

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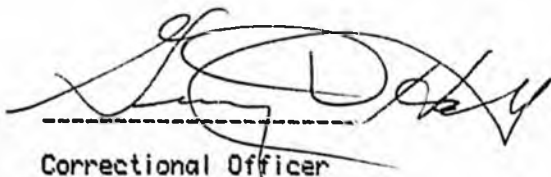
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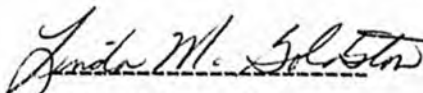
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Wrong bill or
not today (Fri)

FOR FLOOR

POSITION PAPER

SENATE BILL NO. 348

For an Act entitled: "An Act granting probation officers status as peace officers under the public employees' retirement system; and providing for an effective date."

This bill would amend the definition of "peace officer" in Title 39 to include probation officers and would permit probation officers to retire after twenty (20) years service.

Probation officers employed on the effective date of the act could claim prior years of probation officer service as peace officers for the purpose of credited service. Probation officers claiming this retroactive service would accrue an indebtedness to the retirement system equal to the difference between their actual employee contribution and the contribution which they would have made at the peace officer rate.

No distinction is made between juvenile and adult probation officers.

BACKGROUND

For most state employees the Public Employee Retirement System (PERS) provides for normal retirement at age 55 or 30 years service if hired before July 1, 1986 and at age 60 or 30 years service if hired after June 30, 1986.

Employees defined as "peace officers" or fire fighters are eligible to retire with normal benefits after 20 years of service without regard to age. PERS regulations and Title 39 define "peace officer" as an employee of a police agency or other governmental organization who has primary responsibility for "the prevention and detection of crime and the enforcement of the fish and game, penal, traffic or highway laws of the state...". This special retirement plan for peace officers was enacted in 1960 in recognition of the dangers and stress related to the performance of peace officer duties and the need for persons performing peace officer functions to be physically and mentally fit. Peace officers are encouraged to retire before the inevitable loss of the physical and emotional stamina required for peak performance.

Position Paper
SB 348
H&SS

Page 2

Over the years, eligibility for the 20 year peace officer retirement plan has been expanded to include other job classifications with the same characteristics as the original group of eligible positions. Fire fighters, fire chiefs, special officers commissioned by the state troopers, correctional officers and correctional superintendents have now been included in addition to the original group of police officers, state troopers and police chiefs.

Correctional officers and correctional superintendents became the first justice system employees to participate as "peace officers" who were not in the traditional law enforcement category. Failure to also include probation officers, youth counselors employed at juvenile correctional institutions and youth facility superintendents in the peace officer retirement system has resulted in an inequity between similar job classifications in the justice system. The job characteristics of law enforcement powers, danger, stress, and the need for physical and emotional fitness which justified inclusion of correctional officers and correctional superintendents are present to an equal or greater degree with juvenile and adult probation officers, youth counselors and youth facility superintendents. The same can be said for social workers assigned to perform child protection service (CPS) work. These employees perform some of the most stressful and dangerous work enforcing child protection laws of all justice system employees enforcing state laws.

The disparate treatment of these job classes with respect to 20 year retirement demoralizes the ineligible employees and reduces the benefits to the employing agency of an established progressive career track. There is little incentive for an employee of either the adult or juvenile correctional systems to seek professional advancement through the probation officer series, to work in youth corrections or to work in child protection rather than in an adult corrections institutions. To do so would deprive the employee of the security of a 20 year retirement option. Employees are drawn down the career ladder rather than up.

Position Paper
SB 348
H&SS

Page 3

An agency whose employees are eligible for 20 year peace officer retirement potentially accrues a number of organizational benefits. Recruitment and retention of a skilled, satisfied and stable work force can contribute significantly to achievement of public service goals. Such an agency can more easily attract the most qualified workers.

Investment in in-service training and other staff development has a high pay off because employees stay with the agency longer and use acquired skills and knowledge for the benefit of the organization which invested in their development. In turn, reduced turn-over lowers long term staff development costs and the inevitable losses in productivity and quality associated with inexperienced staff.

DEPARTMENT POSITION

The Department defers to the Department of Administration regarding the effects of 20 year retirement on the Alaska's retirement and benefits system.

However, the department would be strongly opposed to expanding eligibility for 20 year peace officer retirement to probation officers only, and particularly if it were restricted to apply only to the newly created adult probation officer series. Doing so would only compound the inequity already present between equivalent justice system job classes. It would also create problems for this department in the recruitment and retention of staff to juvenile probation officer, youth counselor and social worker positions. These positions would become the entry point for persons into state service and the training ground for employees who seek the greater benefits which would be available in the adult correctional system. The Department of Health and Social Services would become the training ground for the Department of Corrections.

If eligibility for 20 year peace officer retirement is to be expanded, it should include not only juvenile and adult probation officers but also youth counselors, youth facility superintendents and social workers performing child protective service work. An effort to eliminate the current inequity between correctional officers and probation officers should not introduce an even greater inequity between similar justice system job classifications simply because of the department by which they are employed

Russell Webb
Russell Webb, Director
Division of Family and Youth Services

2/21/90
Date

Myra M. Munson
Myra M. Munson
Commissioner
Dept. of Health and Social Services

2/22/90
Date

3.7.90 SB 348

(1)

Roxanne:

- interest of equity
- career ladder

Pat? Sec. 2:

Rick? How many?

- 175 members of PERS (including MOA)

Dick Illias: Youth Corrections Administrator

- concerns - just probation officers
 - Youth counselors •
 - Unit leaders • social workers •
- staff morale

Pat? Career Ladder: up or over to Probation

"if excluding juvenile probational officers"

CLASS SPECIFICATIONS
BEING REWRITTEN.

Rick? How many more would Youth counselors, etc.

300-400

FAIR amendment Page 1, Line 14 add juvenile & adult

Bob Stalwaker:

Retirement & Benefits: opposed

- all probation officers

Pat - by regulation, could intent of legislation be changed?

Bob - employer can do classify as peace officer

Bob - included by title not by job.

(2)

Rick? Page 2 of 2 Fiscal Note
\$160 = will this keep PERS intact?
every year for 25 years.

Mike Miller: Alk. Parole Board
• supports

Rick? 15 years of service as Probation
Officer, — 5 years can retire.

Lew Reece:

Mark Nielson:

Elizabeth Robson:

Bob Collins:
• examples

S B

361

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER SB 361

SPONSOR Kerttula

BILL TITLE An Act increasing the amount of longevity
bonus

DATE REFERRED 1.10.90

HEARING SCHEDULED

FISCAL NOTE PREPARED

SPONSOR CONTACTED

INTERESTED PARTIES CONTACTED

OTHER



Alaska State Legislature

SENATE

Official Business

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

M E M O R A N D U M

TO: Senator Pourchot, Chairman
Senate State Affairs Committee

FROM: Senator Kerttula

SUBJ: Senate Bill 361--
Longevity Bonus Increase

DATE: February 15, 1990

I would appreciate your scheduling Senate Bill 361 at your earliest convenience.

Senate Bill 361 would increase the longevity bonus by \$25, from \$250 per month to \$275 per month. I believe that, pending a major revision in the Longevity Bonus Program, such an increase is necessary for basic equity. As the attached memorandum from the Legislative Research Agency indicates, the cost of living in Alaska has risen approximately 20.78% since the last increase in the longevity bonus payment. It seems that \$275 is the minimum necessary to meet the needs of seniors. As the attached memo notes, if the longevity bonus payment were to be adjusted to offset this cost-of-living increase, it would be \$301.95.

Thank you for your attention to this request.

JK:kh

lsb361

Alaska State Legislature

Legislative Research Agency



P.O. Box Y
Juneau, AK 99811-3100
Phone: (907) 163-3991
Fax: (907) 163-3351

FEB 05 1990

February 5, 1990

MEMORANDUM

TO: Senator Jalmar Kerttula

FROM: Linda J. Snow *LJ Snow*
Legislative Analyst

RE: Cost of Living Increase Since Last Change in Longevity Bonus Payment

You requested a calculation of the increase in the cost of living since the last change in the Alaska longevity bonus payment.

The last increase in the Alaska longevity bonus payment was made effective August 11, 1981 (Cht 13, SLA 1981). The payment was increased from \$200 to \$250 per month for eligible recipients. Using the Anchorage consumer price index (CPI) annual average for all urban consumers provided by the Alaska Department of Labor (DOL) for 1981 through 1988, and DOL's estimate of the same number for 1989, we calculate a 20.78 percent increase in the cost of living since the last payment change. If the longevity bonus payment were to be adjusted to offset this cost of living increase, it would be \$301.95

I hope this answers your question. If you need further assistance, please feel free to contact this agency.

FISCAL NOTE

REQUEST:

Revision Date: _____ Agency Affected: Health and Social Services
 Title: An Act relating to the Alaska BRU: Assistance Payments BRU
Longevity Bonus Program Medical Assistance
 Sponsor: _____ Components: OAA-ALB Hold Harmless
 Requestor: _____ ALB Hold Harmless

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	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	354.9	418.6	493.2	578.2	675.4	788.1
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	354.9	418.6	493.2	578.2	675.4	788.1
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	354.9	418.6	493.2	578.2	675.4	788.1
FEDERAL FUNDS	0	0	0	0	0	0
OTHER 1034	0	0	0	0	0	0
TOTAL	354.9	418.6	493.2	578.2	675.4	788.1

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)

No fiscal impact in FY90.

SB 361 increases the monthly Bonus from \$250 to \$275. As ALB payments increase, the amount of ALB Hold Harmless required under AS 47.25.122 to replace federal cash assistance from Supplemental Security Income (SSI) program and Medicaid federal funds also increases. These increases in ALB Hold Harmless are a new cost to the State.

Prepared by: John R. Taber, Director Phone: 465-3347
 Division: Division of Public Assistance Date: 2/15/90

Approved by Commissioner: Mary M. Munson Date: 2/20/90
 Agency: Department of Health and Social Services

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

Division of Public Assistance
Assistance Payments BRU
Old Age Assistance - Alaska Longevity Bonus Hold Harmless (OAA-ALBHH)

Several years after the Longevity Bonus program was first created, Congress agreed to exempt the Bonus payments from countable income for federal Supplemental Security Income (SSI) purposes. When Alaska changed the Bonus program eligibility Congress refused to extend the same protection to the newer recipients, allowing the exemption only for the pre-1985 "grandfathered" participants. The Legislature decided that older Alaskans who reached eligibility after October 1, 1985 should receive benefits equal to those who qualified for the Longevity Bonus prior to that date. This resulted in the OAA-ALB Hold Harmless program.

The OAA-ALB Hold Harmless component funding

1. replaces the amount of Federal Social Security Income (SSI) payment lost to a Bonus recipient when SSI counts the Longevity Bonus as available (income) and
2. continues to "disregard" the SSI countable ALB in computing Old Age Assistance (OAA) State Supplemental payments. The amount of OAA cash assistance made because of this disregard is an ALBHH expenditure.

SB 361 increases the monthly bonus by \$25 from \$250 to \$275. The fiscal impact on OAA-ALB Hold Harmless is as follows:

1. The amount of ALB Hold Harmless for SSI replacement increases by the same \$25. The increase in ALBHH for SSI replacement is a net cost increase to the State.
2. The amount of ALB Hold Harmless for OAA replacement also increases by the same \$25. However, the amount of this increase is a dollar-for-dollar off-set from the Adult Public Assistance (APA) component of the OAA-ALB Hold Harmless component, resulting in no net cost increase to the state.
3. The SSI and OAA benefits of individuals whose Bonus payments are exempt from counting under the "grandfathering" provision for pre-October 1985 recipients are not impacted by the change. Similarly, the SSI and OAA benefits of individuals who do not qualify for the Bonus are not impacted.
4. The ALB Hold Harmless benefits of individuals who currently receive "full" ALB Hold Harmless benefits, i.e., who receive only ALB Hold Harmless benefits because the \$250 Bonus payment already renders them ineligible for SSI and OAA benefits, are not impacted by the change; these individuals would continue to receive ALB Hold Harmless benefits at the same level as they received before the change.

Senate Bill No. 361
 Fiscal Note
 Page 3

	<u>FY91</u>	<u>FY92</u>	<u>FY93</u>	<u>FY94</u>	<u>FY95</u>	<u>FY96</u>
1. <u>OAA-ALB clients with SSI income</u>	541	614	693	770	843	913
Increase in monthly Bonus (\$250 to \$275)	\$25	\$25	\$25	\$25	\$25	\$25
Average monthly ALBHH for SSI replacement	13.5	15.4	17.3	19.3	21.0	22.8
Fiscal Year ALBHH Cost (Monthly x 12 months)	162.3	184.2	207.9	231.0	252.9	273.9
2. <u>OAA-ALB clients with NO SSI Income</u>	662	752	849	942	1031	1116
Increase in monthly Bonus (\$250 to \$275)	\$25	\$25	\$25	\$25	\$25	\$25
OAA-APA payment decrease (\$25 per OAA client)	(198.6)	(225.6)	(254.7)	(282.6)	(309.3)	(334.8)
OAA-ALBHH payment increase (\$25 per OAA client)	198.6	225.6	254.7	282.6	309.3	334.8
STATE Cost NETS zero	-0-	-0-	-0-	-0-	-0-	-0-

Division of Medical Assistance
Medical Assistance
ALB Hold Harmless

Recipients of Old Age Assistance who have sufficient retirement income so that receipt of federally-countable ALB payments places them over the OAA income qualifying standard are ineligible for Medicaid. These individuals (511 in FY89) receive ALB Hold Harmless medical assistance under AS47.45.122. In FY89, 511 recipients lost Medicaid eligibility because they received countable ALB payments and received state-funded medical assistance from the ALB Hold Harmless program.

Currently 64 OAA and Medicaid recipients are within \$25 of the OAA income limit. If the ALB payment were to increase by \$25, each of these 64 would move to Hold-Harmless medical assistance.

In FY89, each Hold-Harmless recipient used an average of \$2031.75 in Medicaid benefits. Annually, Medicaid expenditures are expected to grow by 21.7%, which is a composite of a 7.1% increase in the price of medical services, a 4.2% growth in the numbers of eligible persons, and a 10.4% increase in the use of services by recipients. No data exists to indicate that this rate of increase cannot be reasonably applied to the Hold Harmless program.

FY91: $64 \text{ recipients} \times \$2031.75 \times 1.217 \text{ (FY89 to FY90)} \times 1.217 \text{ (FY90 to FY91)} = 192.6$. Funding is 100% State General Funds.

Subsequent years are computed using the same 1.217 multiplier.

	<u>FY91</u>	<u>FY92</u>	<u>FY93</u>	<u>FY94</u>	<u>FY95</u>	<u>FY96</u>
Total	192.6	234.4	285.3	347.2	422.5	514.2
State Funds	192.6	234.4	285.3	347.2	422.5	514.2

BY SEN. KERTTULA, Szymanski

1 IN THE SENATE

2

SENATE BILL NO. 361

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6 For an Act entitled: "An Act increasing the amount of a longevity bonus;

7

and providing for an effective date."

8

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

9

* Section 1. AS 47.45.010(a) is amended to read:

10

(a) A person who is 65 years of age or over, who resides in the

11

state for at least two years immediately preceding application for a

12

longevity bonus under this chapter, may apply to the commissioner of

13

administration for qualification to receive a monthly bonus of \$275

14

[\$250].

15

* Sec. 2. This Act takes effect July 1, 1990.

S B

366

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER SB 366

SPONSOR Frank, Coghill, Falvrenkamp

BILL TITLE Dalton

Teleconference:

DATE REFERRED 1.17.90

FBX...
Auch.

HEARING SCHEDULED 1. ~~27.90~~ 1.31.90

Set up: ✓

FISCAL NOTE PREPARED ✓

1.25.90

SPONSOR CONTACTED - Frank (Rick notified 1.24.90)

INTERESTED PARTIES CONTACTED Div. of Tourism:

✓ Jones - Charlie Miller - 4921

✓ D of T... Katie McHugh - 3900

✓ MacLeans office... 4883 - Chris

✓ Fish and Game... 4100 - Norm Cohen - Amendments
4100 -

Fish; Wildlife...

586-7240 (U.S.) NO - Requested name from
786-3542 AK Public Safety... 2

✓ Roger McCoy - Public Safety - (out of town for a week)
Dianna Page - 4322 - requested specific language

✓ Lisa Yaeger - 452-8251 L.M.

✓ BLM - ~~271-5910~~ 271-5477 - Bishop Buckle L.M. will send report

✓ Bill Glude - 463-3366

✓ Dept. Admin: Sioux Plummer → Div. of Information Services
Paul Monet

✓ Bish Buckle: BLM - 271-5477

✓ Les Rosecrans: BLM - 271-5076 (Auch)

ONE of the OTHER

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER

SPONSOR

BILL TITLE

DATE REFERRED 3-12-90

HEARING SCHEDULED

FISCAL NOTE PREPARED

SPONSOR CONTACTED ✓

INTERESTED PARTIES CONTACTED

✓ D.O.T.

✓ F.I.G.

✓ Public Safety: Captain McCoy

OTHER



BISH

MOVE TO FOLLOW BY FAX

SUSAN BARRETT

ATTN

TOUCH V ROOM 504

SENIATOR PAT FOURGOT

FOR

Richard J. Buehler

from the quill of

Tom Dean
FBX 474-2302

Les Rosenkrans:
Anch.
271-5076



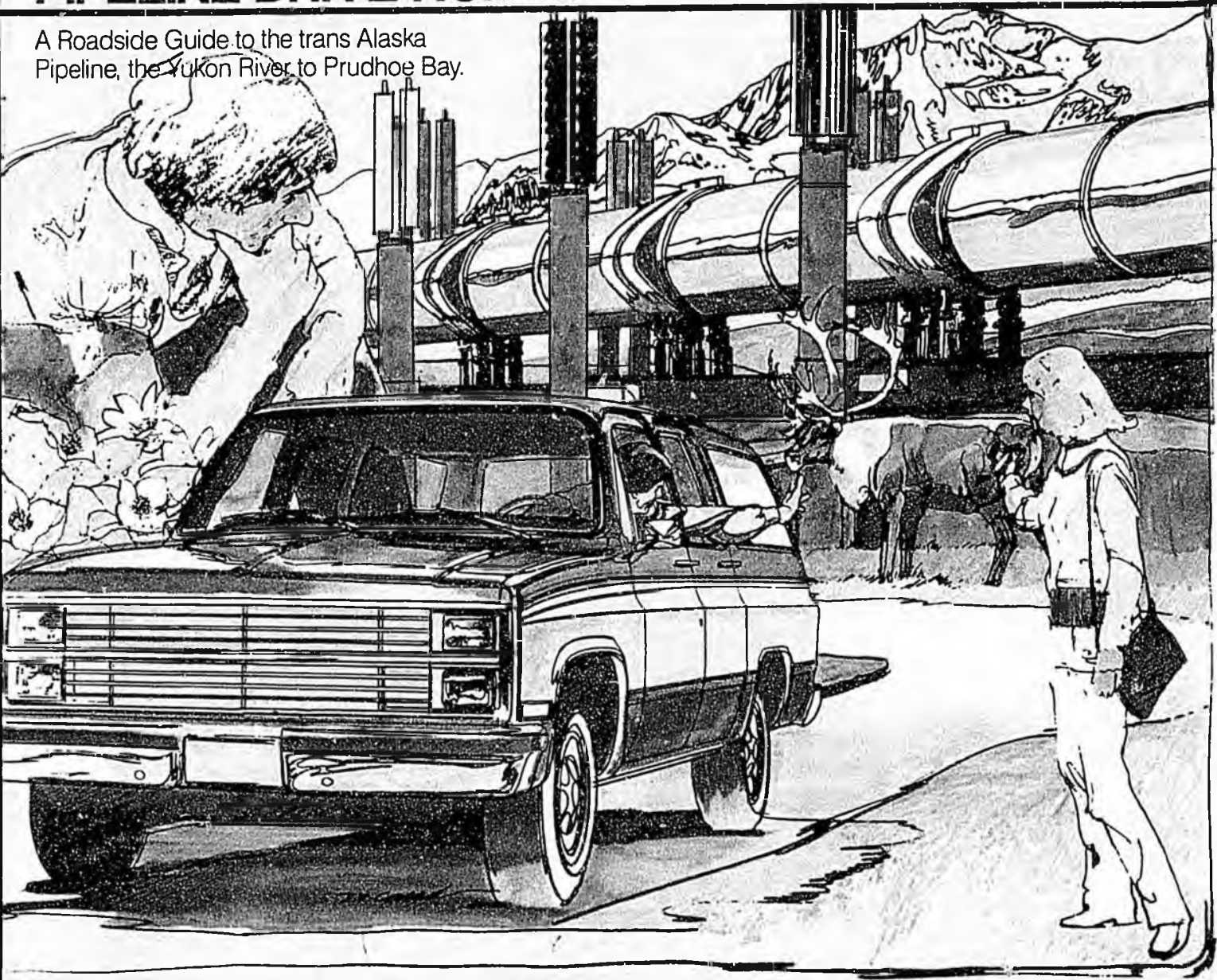
BISHOP T. BUCKLE
Deputy State Director
Lands and Renewable Resources

Bureau of Land Management
222 W. 7th Ave., #13
Anchorage, AK 99513-7599

(907) 271-5477

PIPELINE DRIVE NORTH

A Roadside Guide to the trans Alaska Pipeline, the Yukon River to Prudhoe Bay.



About This Guide

The trans Alaska pipeline extends nearly 800 miles, from Prudhoe Bay on the Arctic Ocean to Valdez on Prince William Sound. The 415-mile James Dalton Highway generally parallels the northernmost portion of the line.

The drive north along the Dalton Highway to Prudhoe Bay is both beautiful and interesting, with wildlife, panoramic scenery, and geological formations to see and enjoy. The Highway was built by Alyeska Pipeline Service Company, as part of the trans Alaska pipeline project. Once known simply as the North Slope Haul Road, the Highway was used to transport supplies and equipment for the construction project. The Highway was built under an agreement with the State of Alaska, which now owns and maintains the road, and has given it its present name, in honor of James William Dalton.

Son of a pioneer who came to Alaska in 1882, James Dalton grew up in Cordova and attended the University of Alaska at Fairbanks, graduating in 1937 with a degree in mining engineering. He worked for several gold-mining operations and as an engineer on construction projects in interior Alaska.



During World War II, the Navy began a search for oil in the Alaskan arctic's Naval Petroleum Reserve #4. The engineering and construction arm of the Navy — the Seabees — was assigned to the search. Dalton joined the Seabees, but was sent to Dutch Harbor (and, later, Hawaii) instead of the arctic. After the war, he joined the arctic exploration program as a civilian engineer; and in 1964, he was asked by the Defense Department to supervise construction of the Distant Early Warning (DEW) Line in Alaska.

Dalton worked for the rest of his career as an expert in arctic engineering and logistics problems, acting as a consultant in many of the early oil exploration efforts on the North Slope. In conducting overland expeditions to supply remote sites, he staked thousands of miles of winter trails across the wilderness, from the Canadian border to the Bering Sea, and from the Beaufort Sea to the Brooks Range. It is, therefore, particularly appropriate that the first road in Alaska to cross the Arctic Circle should bear his name.

In this guide, interesting features along the James Dalton Highway are indicated in distances measured by mileposts (MP). Most Alaskan highways are marked at one-mile intervals by numbered mileposts. These markers, placed by the State of Alaska, can be regarded as accurate mileage guides. Mileposts are installed on the Dalton Highway. Mileage and milepost markers are reckoned from south to north in this guide, beginning at the start of the James Dalton Highway, about four miles beyond the Livengood Road — Mile 0. Thus MP 56, the first milepost entry in the guide, is 56 miles north of the Highway's starting point; MP 156.4 refers to a point 156 and four-tenths miles from the start, and so on.

Year round public access is allowed without permit only to Disaster Creek, Mile 216. It would, therefore, be prudent to consult the Regional Maintenance and Operations office, State of Alaska Department of Transportation and Public Facilities, 451-2209, about current public-access limitations, or 456-7623, for 24-hour recorded road conditions, Monday-Friday.

A Few Words of Caution

There are litter barrels  and rest facilities  located along the road. RV waste receptacles are located at MP56 and MP180. More elaborate facilities for motorists are available only at two locations along the highway.

At milepost 56, Yukon Ventures Alaska offers diesel fuel, gasoline and propane; car, truck and tire repair; towing service for large trucks and vehicles, radio telephone, food and lodging. For further information contact Yukon Ventures Alaska, Suite 105, 455 3rd Avenue, Fairbanks, Alaska 99701, or call Radio Fairbanks, 452-1166, "radio unit 0218."

At milepost 173.6 Coldfoot Services is open 24 hours a day, year-round, and provides diesel fuel, gasoline, unleaded fuel, jet fuel, and propane; car, truck and tire repair; towing service, showers, food, lodging, Post Office, a small grocery store and telephone. For further information write Coldfoot Services, Coldfoot, Alaska 99701, or call 678-9301.

Channel 19 on CB radio is used and monitored on the Dalton Highway.

SUGGESTIONS FOR YOUR SAFETY

Keep your headlights on at all times. If you stop for any reason along the Highway, pull well off the roadway and leave your warning lights flashing—many large trucks use this route. Carry basic survival



gear regardless of the season, since this region is still largely uninhabited.

Avoid close contact with wildlife. Small animals, such as foxes, may be rabid; encounters with large ones, like bear or moose, can be literally lethal—particularly when their young are nearby.

Motorists should be prepared to deal with flat tires and other vehicle mechanical problems which may occur.

Alyeska Pipeline Service Company cannot assist you if you have car trouble, and can provide no

services of any kind to travelers. The Department of Transportation and Public Facilities, or the Alaska State Troopers can tell you in advance what to do in case of emergency.

History



The construction of the James Dalton Highway, then called the North Slope Haul Road, was a remarkable feat of engineering—and of human determination. Construction began on April 29, 1974, and was completed on September 29, 1974—just 154 days. It took 32 million cubic yards of gravel, more than three million man hours of construction effort, and \$125 million.

In 1975, the Yukon River Bridge was opened, ending the use of barges, hovercraft, and winter ice bridges in crossing the great river. Twenty permanent bridges were constructed along the Highway.

The first mainline pipe section of the trans Alaska Pipeline was installed in the Tonsina River, north of Valdez, in March of 1975. Twenty-nine construction camps—from Pump Station 1 at Prudhoe Bay to the Marine Terminal at Valdez—housed workers during the construction of the line. Employment peaked at 21,600 in August of the same year.

By the end of 1976, most of the work had been completed. By May of 1977, all 800 miles of pipe had been installed and tested. The final weld on the mainline pipe took place May 31, 1977, at Pump Station 3. And on June 20, the first North Slope crude oil entered the pipeline at Pump Station 1.

On July 28, the first load of oil reached the Marine Terminal, and headed south aboard the oil tanker ARCO Juneau on August 1, 1977. In June, 1989, the 9000th tanker is expected to depart Prince William Sound with a cargo of crude, bound for a U.S. refinery. Since the Kuparuk, Lisburne and Endicott oil fields on the North Slope have begun operations, joining the Prudhoe Bay field, the total throughput of the pipeline has averaged about 2.0 million barrels per day.

In October of 1979, the North Slope Haul Road was turned over to the State of Alaska, and was later renamed after James Dalton. Today, the road serves as a link with pump stations and the Slope for industrial truck traffic, as well as limited personal traffic.

The Pipeline

The trans Alaska pipeline is unique among the many pipelines of the world. Most such oil lines are buried. But much of Alaska is underlain by permanently-frozen soil, or permafrost. Pipeline planners realized that heat from the oil — which comes out of the ground at 150 - 180 degrees Fahrenheit — would thaw the frozen soil if the pipeline were buried — a highly undesirable effect. In frozen silt or solid ice, for instance, thawing could cause the ground to slump or slowly erode, resulting in an unstable pipeline foundation, not to mention the possible ecological damage.

So more than half of the trans Alaska pipeline's 800-mile length is above ground. The 48-inch diameter pipe is insulated and elevated on special pipe supports, each consisting of two vertical supports of steel, and a connecting crossbeam. Thawing around the vertical supports, in the most sensitive soil areas, is prevented by thermal devices called heat pipes, which carry heat up through pipes within the supports to finned radiators on top. In some areas — especially regions of extreme winter cold, in the north — heat pipes aren't necessary, and the

vertical supports lack the finned radiators.

Approximately 420 miles of the pipeline, in segments of various length, are built above ground. A zig-zag configuration is apparent in the elevated portions of the line, contributing to flexibility.

In these above-ground segments, supports are located about every 60 feet. The pipe is free to move on the crossbeams of the supports, in case of expansion or contraction — from temperature variation, for instance, or earthquakes. Every 800 to 1,000 feet, the pipe is held firmly by "anchors," to prevent uncontrolled movement. These anchors are readily identifiable by the four closely-spaced vertical supports on which they rest.

Permafrost does not occur in all of Alaska; nor does it always become unstable when thawed. Solid rock and well-drained gravels are examples of permafrost which may remain stable if thawed. In such areas, and in regions where permafrost does not occur at all, the pipeline was buried in the conventional manner.

About 380 miles of the pipeline are buried, in stretches of varying lengths. The pipe is bedded in a

deep ditch, insulated with gravel padding, and covered with dirt. In a few areas, where potentially thaw-unstable soils were present but burial was necessary to accommodate road or wildlife crossings, the buried line is refrigerated to prevent thawing.

The pump stations provide the power to drive the oil through the pipeline. At the line's Marine Terminal in Valdez, the oil is received, metered, and loaded aboard tankers for the journey to U.S. refineries. The entire pipeline can be monitored and operated from the Operations Control Center at the Terminal.

Most outstanding features of the pipeline — excluding the Terminal, which is far to the south — will be visible as you drive along the James Dalton Highway.

Enjoy your trip!



Points of Interest



MP 0

The James Dalton Highway begins approximately four miles beyond the small community of Livengood. The terrain for the next several miles is heavily forested, with rolling hills. The pipeline is periodically visible near the road, where the line is elevated in areas of ice-rich permafrost.

MP 56

The Yukon River Bridge. Costing more than \$30 million to construct, this bridge is 2,290 feet long and 30 feet wide. Built in 1974 and 1975, it was first opened to the public in 1979. The pipeline is supported along the east side of the bridge. The Alaska State Legislature in 1982 named this E.L. Patton Yukon River Bridge. Mr. Patton was President of the pipeline company during design and construction of the pipeline. The bridge was built by the State of Alaska, with the pipeline builders sharing the cost.

A pipeline information sign and a monument to Mr. Patton are on the north bank of the river here.

MP 110

A view is possible from here of the Kanuti River Valley, a traditional wintering ground for migratory

arctic caribou. The valley offers relative shelter from winter winds, and sufficient graze.

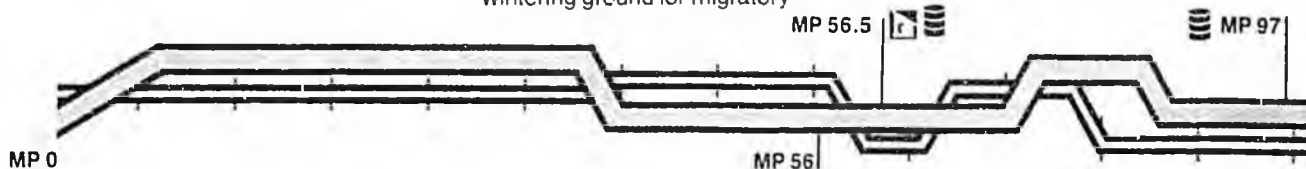
MP 115.3

Latitude 66° 33'—the Arctic Circle. Campground facilities located here.

MP 135.1

Pump Station 5. This is the first pipeline facility north of the Yukon River. Strictly speaking, however, it is not a pump station at all. Unlike other pump stations, PS 5 is a "drain-down," or pressure relief station only. At present, with the pipeline's average daily throughput at about 2.0 million barrels, PS 5 is not needed to move oil through the line, so no pumps have been installed here. The facility is necessary at this location to relieve pressure in the pipeline if it should be shut down. If this happens, some of the oil in the line is temporarily diverted to relief tanks at the station, and reinjected when the pipeline is started up again.

A communications tower is visible above the facility. This microwave tower represents the heart of the communications system that links pump stations with the Operations



Control Center at the Marine Terminal. The system of microwave towers generally parallels the pipeline route, and is backed up by a satellite communications network. Pump stations are not open to the public.

MP 145.6

From this point, when visibility is good, you may be able to see the Brooks Mountain Range. Named in 1925 for Alfred Hulse Brooks, Chief Geologist with the U.S. Geological Survey from 1903 to 1924, the Brooks Range is part of the Rocky Mountain system.

MP 156.4

The South Fort of the Koyukuk River. The pipeline crosses the river on a plate-girder bridge. The final link-up of the North Slope Haul Road took place here on September 29, 1974, completing the first road to the Arctic coast. A few hundred construction workers and dignitaries attended ceremonies here to celebrate completion of the road.

The lower reaches of the Koyukuk River were explored between 1842 and 1884 by Lt. Zagoskin of the Imperial Russian Navy; and in 1885, Lt. Henry Tureman Allen of the U.S. Army explored the entire river.

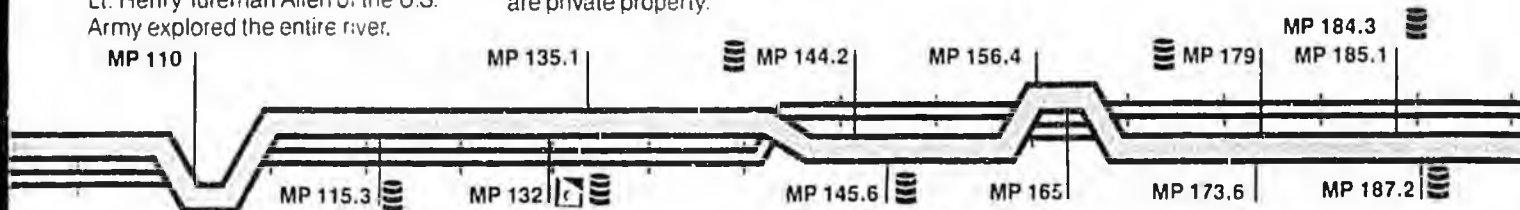
MP 173.6

The turnoff to Coldfoot. There was once a flourishing mining camp at the mouth of Slate Creek, on the east bank of the Middle Fork of the Koyukuk River. Legend has it that Coldfoot—originally named after the creek—received its present name in 1900, when gold stampeders came this far north, got cold feet, and turned back. The town's old cemetery still remains, mute witness to a colorful period long past. Diesel fuel and gasoline are available, as are meals, lodging, showers, telephone, auto repair and towing service.

You are now in the Brooks Range. The road offers breathtaking scenery—and keep watch for wildlife, especially mountain sheep, on the hillsides.

MP 185.1

The historic town of Wiseman can be seen to the west, across the Koyukuk River. When gold was discovered on Nolan and Wiseman Creeks near here in 1911, many miners migrated from Coldfoot and elsewhere. A few residents still live in Wiseman all year, and others come for the summer. Gold is still mined in the area. All buildings in Wiseman are private property.



MP 206.6

To the east, you can see two impressive granite monoliths from here—Wiehl and Sukakpak Mountains. There is also a view of Atigun Pass from this point. Construction of the pipeline took on some unusual—and challenging—aspects in the pass. Because of the double problem of avalanche danger and potentially thaw-unstable soil, a special insulated burial mode had to be used.

Here the Highway crosses the Dietrich River, which flows south 35 miles to join the Bettles River, forming the Middle Fork of the Koyukuk.

MP 210

You are now at the base of the Chandalar Shelf. The source of the Chandalar River, which extends into Canada, is near here. The word "Chandalar" is believed to have derived from the French "gens de large," meaning, literally, "people at large," without a home—in other words, wanderers or nomads. The description may have been used by French-Canadian trappers to describe an aboriginal people living along the lower reaches of the river, in Canada. Later, apparently, the phrase's corrupted form became the name of the river itself.

MP 214

State of Alaska checkpoint, manned 24 hours.

MP 246.3

The Continental Divide. Elevation 4,739 feet. Small streams—some the origins of great rivers—flow north or south from this divide, depending on the location of their highest sources in relation to the spine of the mountain range. To the east, you'll see a fine example of a cirque—an amphitheater-shaped bowl or depression, formed by eons of glaciation and erosion. This is the summit of Atigun Pass, highest point along the pipeline route. Many of the peaks visible from here are more than 7,000 feet high. There are spectacular geological formations nearby, especially to the east of the road, where you can see the folded and faulted sedimentary rock of an ancient, eroded seabed of the Paleozoic Era—some three million years old.

MP 268.6

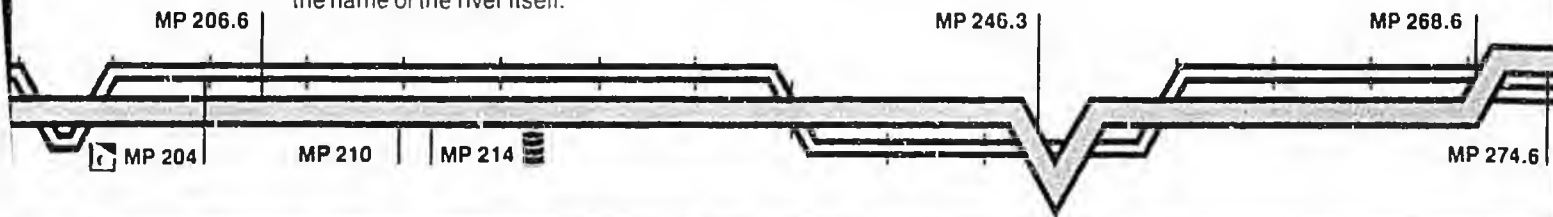
Pump Station 4, which is visible from here, has the highest elevation of all the pipeline pump stations—2,760 feet. The aircraft-type turbine engines which drive the mainline

pumps are fueled by natural gas, transported via small-diameter pipeline from the Prudhoe Bay field. Each mainline pump, powered by these 19,000-horsepower engines, can move 800,000 barrels of oil per day.

MP 274.6

Galbraith Lake. The lake was named in 1951 for Bart Galbraith, a bush pilot who was lost while flying in this region. Archeological digs were conducted in the vicinity prior to pipeline construction by the University of Alaska, under contract to the pipeline company, to preserve historical materials. Hundreds of artifacts have been recovered from early Eskimo hunting camps. Every foot of the pipeline route was checked for the presence of artifacts, and approximately 330 sites were actually excavated.

As you travel along the pipeline route, you'll see both gate and check valves on the line. Check valves are designed to close automatically, should the line be shut down for any reason. Most of the gate valves can be closed by radio signal from the Control Center at the Marine Terminal. The valves control the flow of



oil in the line, and limit the amount of oil that might be spilled in the event of a break in the pipeline.

MP 309

The broad plateau stretching ahead of you slopes gently downward about 125 miles to the Arctic Ocean, and is called the North Slope. The name was scarcely known beyond the immediate vicinity before the dramatic discovery of oil at Prudhoe Bay in 1968, but since has become almost a generic term applied to the area of arctic oil development in general.

To the east of the Highway is the Sagavanirktok River, which flows north to the Arctic Ocean. This is a good example of a "braided" river, which spreads across a wide bed in many twisting, diverging, and rejoining channels. Such rivers may flood in the spring at breakup, when snows melt in the mountains, and move enormous amounts of gravel within the confines of their broad flood plains.

The Sagavanirktok supports several varieties of fish, including grayling and arctic char. It's interesting to note that grayling spawn only in streams entering the Sagavanirktok from the west, while arctic char spawn only in streams



entering the river from the east. This phenomenon was discovered in the course of fisheries studies conducted in the area under contract to the pipeline company. The purpose of these studies was to develop construction timing and techniques that would avoid damage to the fish stocks. Both grayling and arctic char spend winters in the larger, deeper channels of the Sagavanirktok, where they find enough oxygen to survive during the long months the river is frozen.

MP 313.1

Pump Station 3. For all the complexity of its operation, a typical pump station like this one usually houses no more than 25 people. The crews work 12 hours a day, seven days a week, with every other week off. The work is hard, so the living quarters are comfortable, the food is excellent, and the pay is good.

Here the Highway generally follows the route of the pipeline, which is now in above-ground mode.



MP 360

Where roads pass under the pipeline, "gates," or portals of steel pipe, have been erected spanning the road and on either side of the pipe. These are called "headache bars." The steel crosspieces at the top are just slightly lower in height than the pipeline, and are designed to serve as a warning to the drivers of large vehicles that might strike and damage the line.

MP 361

Pump Station 2. This is the only mobile pump station on the pipeline route—that is, it can be moved from one site to another, should the need

arise. Stations 1, 2, 3, 5, and 6 are in permafrost areas. To maintain the stability of the permanently-frozen soil, the ground under most pump station buildings is refrigerated. Coils of pipe for circulating a brine solution are buried in gravel beneath mats of plastic foam insulation, to keep the soil frozen and stable. Pump stations are not open to the public.

MP 378.6

To the west is a good example of one of the many small hills, called pingos, which are visible on the North Slope. Pingos are "frost heaves," and may develop from the beds of evaporated lakes that have been covered with vegetation. Frost raises their surfaces from a few feet to several hundred feet above the surrounding terrain. Native hunters used pingos to overlook the countryside for game.

On the way to Prudhoe, the Highway crosses many rivers and streams. In wintertime, an interesting phenomenon called "aufeis" may develop in these areas. If a river freezes solid while water continues to flow from its source, the water is often forced to the surface of the ice. This water also freezes layer upon layer, in sheets, forming auleis.

Aufeis can reach depths of 30 feet,

and can spread over many square miles.

MP 387

To the east are Franklin Bluffs, rising to an elevation of 830 feet. The Bluffs, located on the east bank of the Sagavanirktok River about 30 miles from Prudhoe Bay, were named after Sir John Franklin of the British Royal Navy, an early explorer in the area.

MP 415

The end of the James Dalton Highway. A system of roads beyond this point accommodates traffic to Pump Station 1 of the pipeline, and to structures associated with production of oil from the fields here. There is a visitors information pavilion just outside Pump Station 1, near Milepost 0 of the pipeline. The waters of Prudhoe Bay and the coast of the Arctic Ocean are about seven miles north.

Prudhoe Bay was named by Sir John Franklin in 1828, apparently in honor of Algernon Percy, also of the Royal Navy, who had served with Franklin in other remote regions of the world. Percy was, at that time, first Baron Prudhoe. Prudhoe is a small town in the County of Northumberland, in eastern England.

MP 361
MP 360

MP 378.6

MP 387

MP 415

A drive over the James Dalton Highway affords many views of the trans Alaska pipeline, and in this booklet we have attempted to explain in general terms some of the features which are apparent.

For additional information, you may write to:

Public Relations Department
Alyeska Pipeline Service Company
1835 South Bragaw St.
Anchorage, AK 99512



SENATE COMMITTEE REPORT

DATE: January 17, 1990

FURTHER: Finance

DATE TURNED INTO OFFICE: _____

State Affairs Committee considered SENATE BILL NO. 366

An Act relating to the Dalton Highway.

and recommended:

- replace with _____ CS SB 366
- or adopt _____ CS _____
- attached amendment(s)
- _____ letter of intent adopted

- same title
- new title
- technical title change (HB only)

- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

ATTACHES NEW FISCAL NOTE(S):

- fiscal note(s) Pub. Safety/2-9-90
Public Safety/1-31-90
DOT/2-12-90

zero fiscal note(s) _____

appropriation-no fiscal note

APPROVES PREVIOUS:

- fiscal note(s) DOT/1-17-90

zero fiscal note(s) _____

Governor's bill w/fiscal note

SIGNING DO PASS:

Jan Fuchs

OTHER RECOMMENDATIONS:

Al Adams - DO NOT PASS
Tim Kelly - No Rec

Pat Faulstich do pass
Chair: Signature and Recommendation

FIRST COMMITTEE OF REFERRAL

DATE: January 8, 1990

FURTHER: State Affairs
Finance

Date of 5-Day Notice: 1/11/90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 1/16/90

Transportation Committee considered

SENATE BILL NO. 366

"An Act relating to the Dalton Highway."

and recommended:

- replace with _____ CS _____ same title
- attached amendment(s) new title
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

fiscal note(s) DOT PF 1/8
DPS 1/12

zero fiscal note(s) _____

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Not touched with further wildlife protections
[Signature]
[Signature]

[Signature]
Chair: Signature and Recommendation

Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



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

907-465-3712

Senate State Affairs Committee

MEMORANDUM

TO: Senate State Affairs Committee Members

FROM: Senator Pat Pourchot

RE: Monday, February 12 Committee Hearing

DATE: February 9, 1990

On Monday, February 12 at 1:30 p.m. in the Beltz Room the Senate State Affairs Committee will hear the following bills:
SB 366, An Act relating to the Dalton Highway. Please find attached a draft State Affairs Committee Substitute for SB 366. This bill is scheduled for final committee action at Monday's hearing. The changes made to SB 366 in the CS are:

A FINDINGS, PURPOSE AND INTENT section has been added. The language in this section responds to concerns expressed by both the public and committee members on preserving subsistence lifestyles, protecting fish and wildlife resources, encouraging safe passage by travelers and discouraging strip development. Section 1 provides guidance to the departments and agencies involved in monitoring, regulatory and enforcement activities in the Dalton Highway Corridor.

The Department of Public Safety/ Troopers and Fish and Wildlife Protection have provided a new fiscal note (see attached, dated 2-9-90) which reflects a change in the Communications section showing a \$250,000 decrease in the Capital request and a \$60,000 increase in the operating request.

*SJR 67. Relating to the federal moratorium on military construction projects. The moratorium is imposed on new military construction through April 30, 1990. SJR 67 requests the Department of Defense include in its definition of "urgent requirements", Alaska's short construction season and delay in receiving construction materials. Senator Faiks introduced this bill at the request of the Associated General Contractors of Alaska.

*SJR 66. Requesting the issuance of a United States commemorative postage stamp to mark the 250th anniversary of Vitus Bering's voyage of discovery and the opening of Alaska to European contact. SJR 66 was introduced by Senator Kerttula at the request of the Anchorage Philatelic Society. It requests that the stamp be issued in 1991 jointly with stamps from Denmark and the Union of Soviet Socialist Republics.

*Indicates first Senate State Affairs hearing

STATE AFFAIRS:
1. Added all of
Section 1

Passed

6-0586H

~~2~~ 2-12-90

Original sponsor(s): SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE

BY THE STATE AFFAIRS COMMITTEE

2 CS FOR SENATE BILL NO. 366 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the Dalton Highway."

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

8 * Section 1. FINDINGS, PURPOSE, AND INTENT. (a) The legislature finds

9 (1) the northern portion of the Dalton Highway possesses unique
10 scenic and recreational resources of high public value;

11 (2) significant wildlife and fishery resources are present along
12 the Dalton Highway and represent important resources to highway users for
13 viewing and to local residents for subsistence;

14 (3) current levels of public law enforcement services along the
15 Dalton Highway are not sufficient to cope with increased use of the highway
16 to ensure the safety of users of the highway, or to protect fish and wild-
17 life resources;

18 (4) future facilities, both private and public, along the high-
19 way should be permitted and constructed only in accordance with land use
20 plans in order to prevent adverse effects on the scenic, recreational, or
21 fish and wildlife values of the highway corridor.

22 (b) It is the purpose of this Act to

23 (1) permit public use of a publicly owned and maintained high-
24 way; and

25 (2) increase and enhance tourism along the Dalton Highway.

26 (c) It is the intent of the legislature that

27 (1) the opening of the Dalton Highway not adversely affect local
28 fish and wildlife resources;

29 (2) rigorous monitoring, enforcement, and regulations be

1 implemented to protect fish and wildlife resources along the highway corri-
2 dor;

3 (3) future developments in the highway corridor be restricted to
4 nodes of development of facilities and services along the highway;

5 (4) if land along the highway corridor is transferred to the
6 state, such land should not be disposed of, or subject to lease, by the
7 state except as provided by a land use plan prepared by the state.

8 * Sec. 2. AS 19.40.110 is amended to read:

CLARIFIED AT DNR REQUEST (removed the word regional)

9 Sec. 19.40.110. PUBLIC USE OF [A PORTION OF] THE HIGHWAY. The
10 department shall maintain the [SECTION OF THE] highway [BETWEEN THE
11 YUKON RIVER AND DIETRICH CAMP] and shall keep [THAT SECTION OF] the
12 highway open to use by the public [BETWEEN JUNE 1 AND SEPTEMBER 1 EACH
13 YEAR].

14 * Sec. 3. AS 19.40.290(2) is amended to read:

15 (2) "highway" means the secondary highway from the Yukon
16 River to a terminus near the Arctic Ocean.

6-0586H
Utermohle
2/8/90

Original Sponsor(s): SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE

BY THE STATE AFFAIRS COMMITTEE

2 CS FOR SENATE BILL NO. 366 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

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15 cient to cope with increased use of the highway or to promote the safety or
16 enjoyment of users of the highway;

17 (4) future facilities, both private and public, along the high-
18 way should be permitted and constructed only in accordance with strict land
19 use plans in order to prevent unsightly or unnecessary developments from
20 affecting the scenic, recreational, or fish and wildlife values of the
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5 services along the highway;

6 (4) if land along the highway corridor is transferred to the
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6-0586H
Utermohle
2/8/90

Original Sponsor(s): SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE BY THE STATE AFFAIRS COMMITTEE

2 CS FOR SENATE BILL NO. 366 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - SECOND SESSION

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Alaska State Legislature

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman
Sen. Al Adams
Sen. Tim Kelly
Sen. Rick Uehling



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

907-465-3712

Senate State Affairs Committee

MEMORANDUM

TO: Senate State Affairs Committee Members
FROM: Senator Pat Pourchot
RE: Monday, February 12 Committee Hearing
DATE: February 9, 1990

On Monday, February 12 at 1:30 p.m. in the Beltz Room the Senate State Affairs Committee will hear the following bills:

SB 366. An Act relating to the Dalton Highway. Please find attached a draft State Affairs Committee Substitute for SB 366. This bill is scheduled for final committee action at Monday's hearing. The changes made to SB 366 in the CS are:

A FINDINGS, PURPOSE AND INTENT section has been added. The language in this section responds to concerns expressed by both the public and committee members on preserving subsistence lifestyles, protecting fish and wildlife resources, encouraging safe passage by travelers and discouraging strip development. Section 1 provides guidance to the departments and agencies involved in monitoring, regulatory and enforcement activities in the Dalton Highway Corridor.

The Department of Public Safety/ Troopers and Fish and Wildlife Protection have provided a new fiscal note (see attached, dated 2-9-90) which reflects a change in the Communications section showing a \$250,000 decrease in the Capital request and a \$60,000 increase in the operating request.

*SJR 67. Relating to the federal moratorium on military construction projects. The moratorium is imposed on new military construction through April 30, 1990. SJR 67 requests the Department of Defense include in its definition of "urgent requirements", Alaska's short construction season and delay in receiving construction materials. Senator Faiks introduced this bill at the request of the Associated General Contractors of Alaska.

*SJR 66. Requesting the issuance of a United States commemorative postage stamp to mark the 250th anniversary of Vitus Bering's voyage of discovery and the opening of Alaska to European contact. SJR 66 was introduced by Senator Kerttula at the request of the Anchorage Philatelic Society. It requests that the stamp be issued in 1991 jointly with stamps from Denmark and the Union of Soviet Socialist Republics.

*Indicates first Senate State Affairs hearing

Teleconference:
one line only,
DNR/Anchorage

SB 366.txt

Monday, February 12

SB 366, Senator Frank's bill, Dalton Highway

Attention: Senator Kelly will be leaving the hearing at 2:00 pm!

Ron Swanson

NOTIFIED; * available for questions

*DOT/PF

*Fish and Game: Bruce Denniford

*Public Safety: Captain McCoy

*DNR: Ron Swanson, will be on line from Anchorage DNR office.

COMMITTEE PACKETS CONTAIN:

SB 366

Work Draft for CS SB 366

Fiscal notes: Public Safety: Revised and previous

DOT/PF

Fish and Game

DOAdmin: NEW, received today

COPIES OF THE FOLLOWING AVAILABLE AT HEARING, IF REQUESTED;

Map of Dalton Highway

Fish and Game Bill Analysis

Statutes

Extra copies of CS work draft.

NOTES;

1. See amendment on left front pocket. Re: changes nodal development to nodes of development.

2. DNR wants to amend the wording on Page 2 c.4 (Lines 6-9). They want to change from "regional land use plan" to "site specific" plan. They are also concerned that this bill could be interpreted to restrict all uses, including oil and gas until such time as the plan is developed. I requested they get proposed amendment to us prior to hearing but as of 12:30 pm. today, no such luck.

3. Department of Administration sent over a new fiscal ^{note} today. I will hand out at meeting.



STATE OF ALASKA
OFFICE OF THE GOVERNOR

BILL ANALYSIS

DEPARTMENT Fish and Game	DIVISION Wildlife Conservation	BILL NUMBER SB 366	SPONSOR Senator Frank
SHORT TITLE OF BILL An Act Relating to the Dalton Highway			
DEPARTMENT POSITION Neutral			
PREPARED BY Bruce Dinneford	DATE 1/29/90	COMMISSIONER'S SIGNATURE <i>Admiral G. P. Kelly</i>	DATE 1/31/90

SUMMARY

OTHER AGENCIES AFFECTED BY BILL DOTPF & DPS	CONSTITUENT GROUP(S) AFFECTED BY BILL All citizens of Alaska
ORGANIZATIONAL SUPPORT FOR BILL	ORGANIZATIONAL OPPOSITION TO BILL

FISCAL IMPACT: NONE FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

Opening the Dalton Highway for public use will affect the Department of Fish and Game and may affect wildlife management in Game Management Unit (GMU) 26B. At present the road is closed to the public north of Disaster Creek except for commercial purposes. Some hunters ignore the road closure at the seasonally operated (1 July--30 September) check station at Chandalar Camp and travel on to hunt in GMU 26B. The number of hunters doing this

ANALYSIS OF BILL/PROGRAM EFFECTS

Unless effective enforcement of existing laws and regulations can be ensured, the Department of Fish and Game has two important concerns relative to opening the highway. First, the illegal use of off-road vehicles can be expected to increase. Off-road vehicle use will cause habitat damage in this sensitive environment where ice-rich soils and permafrost near the ground surface are common. Increased soil erosion and water pollution could occur. Additional monitoring and law enforcement will be required by the Department of Fish and Game, and Public Safety. The Division of Wildlife Conservation would need additional funds to monitor hunters and use of off-road vehicles during late summer and fall. Second, the wildlife resources in the area will likely receive increased use by hunters. It may be necessary for the Board of Game to pass more restrictive big game hunting regulations. Additional wildlife surveys would be necessary to provide more accurate information to the Board of Game on the status of big game popula-

AMENDMENTS PROPOSED

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS.

Background/Legislative Intent cont.

increases each year. If the road is opened, the number of hunters who travel on to GMU 26B will increase even more rapidly. The number of guides/outfitters operating in the area should not increase because these individuals can already obtain permits to use the road.

Current statutes prohibit hunting with firearms within five miles of the Dalton Highway north of the Yukon River (AS 16.05.789) and regulations prohibit hunting for moose within two miles of the highway in GMU 26B. Furthermore, regulation (5 AAC 92.530) allows only the hunting of big game and small game by bow and arrow only. Also AS 19.40.210 prohibits use of off-road vehicles within five miles of the highway for hunting. These laws and regulations would provide adequate protection to wildlife resources in the area, but the Division of Fish and Wildlife Protection has only one officer in Coldfoot to enforce hunting regulations and other laws. To date, enforcement has not been effective in preventing violations.

Analysis of Bill/Program Effects cont.

tions in order for the board to make more informed decisions. The funding needed for those surveys is not reflected in the fiscal note.

1 IN THE HOUSE BY FRANK, MILLER AND BOYER
2 HOUSE BILL NO. 115
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 FIFTEENTH LEGISLATURE - FIRST SESSION
5 A BILL
6 For an Act entitled: "An Act relating to public use of the Dalton High-
7 way."
8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:
9 * Section 1. AS 19.40.110 is repealed and reenacted to read:
10 Sec. 19.40.110. PUBLIC USE OF THE HIGHWAY. The department shall
11 maintain the highway between the Yukon River and the Arctic Ocean and
12 shall keep the highway open to the public throughout the year without
13 a toll for use of the highway or a portion of the highway.
14 * Sec. 2. AS 19.40.100 is repealed.

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: CSHB 115(FIN)
PUBLISH DATE: _____

FISCAL NOTE

REQUEST: House Finance

Revision Date: 2/26/88
Title: "An Act Relating to Public Use
of the Dalton Highway"
Sponsor: Representative Frank
Requestor: House Finance Committee

Agency Affected: Public Safety
BRU: Alaska State Troopers
Components: Detachments

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	0	213.0	213.0	213.0	213.0	213.0
TRAVEL	0	3.9	3.9	3.9	3.9	3.9
CONTRACTUAL	0	63.2	63.2	63.2	63.2	63.2
SUPPLIES	0	6.6	6.6	6.6	6.6	6.6
EQUIPMENT	0	66.9				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	33.6	286.7	286.7	286.7	286.7

CAPITAL		250.0				
---------	--	-------	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING : (Thousands of Dollars)

GENERAL FUND		603.6	286.7	286.7	286.7	286.7
FEDERAL FUNDS						
OTHER						
TOTAL	0	603.6	286.7	286.7	286.7	286.7

POSITIONS :

FULL-TIME	0	3	3	3	3	3
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

Prepared by: Rep. Adams *ADA* Phone: 465-3709
Division: Chairman, House Finance Date: 2/26/88

Approved by Commissioner: _____ Date: _____
Agency: _____

Distribution (by Agency preparing fiscal note):

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

✓

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 115

In order to keep the Dalton Highway open throughout the entire year, a full range of law enforcement services must be maintained. In order to provide accident response, patrol, investigation, and search and rescue services, three additional State Trooper positions will be needed; one at Coldfoot, and two others in Prudhoe Bay. The costs below summarize their Personal Services and related costs. It is anticipated that equipment will be needed in the first year only and that the road would not be open to the public until July 1, 1988. Further, FY89 costs are based upon budgeted costs for FY88 with no inflation included and basic costs for 8 months only.

<u>Operating Budget</u>	<u>Trooper Coldfoot</u>	<u>Trooper Prudhoe Bay</u>	<u>Trooper Prudhoe Bay</u>	<u>Increased Helo Oper. Costs (1)</u>	<u>Total</u>
Personal Services	71.0	71.0	71.0		213.0
Travel	1.3	1.3	1.3		3.9
Contractual	5.7	28.1	28.1	1.3	63.2
Supplies	2.2	2.2	2.2		6.6
Equipment	22.3	22.3	22.3		66.9
Total	102.5	124.9	124.9	1.3	353.6

(1) - Helicopter costs include one additional trip up and down the highway, fueling at Coldfoot and Prudhoe Bay (contract). This is expected to involve seven hours @ \$187 per hour.

Capital Budget

Currently, there is no housing available in Coldfoot as was originally anticipated when this fiscal note was first prepared. Accordingly, it will be necessary to construct a new housing unit located next to the FWP unit in Coldfoot. Cost is estimated to be \$395,000 for a single family unit.

Revised 2/16/88

Position Title		State Trooper	No. of Positions	1	Range/Step	76/A	Barg. Unit	PSEA
Time Status	PFT	Staff Months	8.0	Location	Coldfoot	Election District	22	
Type of Expenditure			Amount			<p>Justification</p> <p>A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.</p> <p>Additionally, no housing currently exists in Coldfoot and a unit would need to be constructed.</p>		
1		2		3				
Salary		36,124						
Benefits		31,584						
Premium Pay		3,334						
Other								
Total Personal Services				71.0				
Travel				1.3				
Contractual				5.7				
Commodities				2.2				
Equipment				22.3				
Other								
Total Cost				102.5				
Funding Source for Total Cost								
Federal Receipts		1002						
G.F. Match		1003						
General Fund		1004						102.5
I-A Receipts		1006						
CIP Receipts		1061						
Other								
Revised 2/16/88								

REQUEST FOR
NEW POSITION

Agency Department of Public Safety
 BRU Alaska State Troopers
 Component Detachments and CIB

FY 89

Page 1 of 3
 Revised Date

Position Title		State Trooper		No. of Positions	1	Range/Step	76/A	Barg. Unit	PSEA				
Time Status	PFT	Staff Months	8.0	Location	Prudhoe Bay	Election District	22						
Type of Expenditure				Amount		<p>Justification</p> <p>A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.</p> <p>Contractual costs include housing and office space at a cost of \$2,800 per month, which is based upon previous AST experience in Prudhoe Bay and assumes space availability.</p>							
1		2		3									
Salary		36,124											
Benefits		31,584											
Premium Pay		3,334											
Other													
Total Personal Services				71.0									
Travel				1.3									
Contractual				28.1									
Commodities				2.2									
Equipment				22.3									
Other													
Total Cost				124.9									
Funding Source for Total Cost													
Federal Receipts		1002											
G.F. Match		1003											
General Fund		1004				124.9							
I-A Receipts		1006											
CIP Receipts		1061											
Other													
Revised 2/16/88													

REQUEST FOR
NEW POSITION

Agency Department of Public Safety
 BRU Alaska State Troopers
 Component Detachments and CIB

FY 89

Page 2 of 3
 Revised Date

Position Title		State Trooper		No. of Positions	1	Range/Step	76/A	Barg. Unit	PSEA
Time Status	PFT	Staff Months	8.0	Location	Prudhoe Bay	Election District	22		
Type of Expenditure				Amount					
1				2		3			
Salary				36,124					
Benefits				31,584					
Premium Pay				3,334					
Other									
Total Personal Services				71.0					
Travel				1.3					
Contractual				28.1					
Commodities				2.2					
Equipment				22.3					
Other									
Total Cost				124.9					
Funding Source for Total Cost									
Federal Receipts				1002					
G.F. Match				1003					
General Fund				1004		124.9			
I-A Receipts				1006					
CIP Receipts				1061					
Other									
Revised 2/16/88									

Justification

A fully trained and experienced law enforcement officer is needed to provide accident response, patrol, investigation, and Search and Rescue along the Dalton Highway. This trooper position must have a 4 x 4 vehicle (152P) in order to be able to travel the rough road during winter conditions. All other costs are average Trooper costs and are based upon experience. Eight months funding is included to coincide with the length of time the road would be open.

Contractual costs include a leased housing space of approximately \$24,000 per year, assuming that it is available.

REQUEST FOR
NEW POSITION

Agency Department of Public Safety
BRU Alaska State Troopers
Component Detachments and CIB

FY 89

Page 3 of 3
Revised Date

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: CSHB 115
Publish Date: _____

REQUEST _____

Revision Date: _____
Title: Cost for Opening the Dalton
Highway to the Public
Sponsor: Frank
Requestor: Frank

Agency Affected: DOT&PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES		10.0	10.0	10.0	10.0	10.0
TRAVEL						
CONTRACTUAL		0	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		10.0	10.0	10.0	10.0	10.0
CAPITAL		84.0	0	0	0	0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		94.0	10.0	10.0	10.0	10.0
FEDERAL FUNDS						
OTHER						
TOTAL		94.0	10.0	10.0	10.0	10.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: See attached

Prepared by: Norm Piispanen/Lynn J. Harnisch Phone: 474-2423/451-2210
Division: DOT&PF Planning/Reg. Director, Northern Region Date: 2/25/88

Approved by Commissioner: Mark S. Hickey *M. S. Hickey* Date: 2/26/88
Agency: DOT&PF

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

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSEB 115

1. Assumptions

In order to open the remainder of the Dalton Highway to the public, we anticipate the need for two wayside facilities with campsites, vault toilets and litter barrels. One such facility would probably be developed in the Atigun/Galbraith area. The other would probably be developed in the Happy Valley area.. Preferably they would be located in existing material sources. Also, we would expect to install four additional sets of litter barrels and two additional vault toilets (additional toilets not included in 1/27/88 fiscal note for the same bill) at locations scattered along the northern portion of the route.

2. Capital Costs

Two Campsite Facilities		\$30,000
Four Vault Toilets		48,000
Information Signs		2,000
Bear Proof Litter Barrels (Six Pair)		4,000
	TOTAL	\$84,000

3. Operating Costs

Personal Services:		\$10,000
Campsite/Litter Barrel Maintenance		
	TOTAL	\$10,000
Contractual Services:		20,000
Vault Toilet Maintenance		
Contractual Services:		<20,000>
Savings: Closing Existing Checkpoint		
Contractual Services Subtotal		-0-
	TOTAL IMPACT	\$10,000

These figures indicate an annual maintenance cost of \$30,000 for new facilities. Of that, \$20,000 would be offset by closing the existing checkpoint. Closing the Dalton Highway to public use during the winter months would not cause the figures to change.

The northern terminus of the Dalton Highway is approximately 2 miles short of the Deadhorse Airport and approximately 12 miles short of the Arctic Ocean. Beyond the terminus of the Dalton Highway the roads have been built, and are maintained, by the oil companies. Public use of them would require coordination with the oil companies. Public access from the Dalton Highway to the Deadhorse Airport is probably easily attainable.

Public access to the Arctic Ocean, if it is desired, is more involved and could be expected to be more sensitive to the oil companies. While access to the Arctic Ocean may be desirable, it is not critical to opening the Dalton Highway to public use.

FISCAL NOTE

REQUEST:

Revision Date: _____
 Title: An Act Relating to the
Dalton Highway
 Sponsor: Frank
 Requestor: Senate State Affairs

Agency Affected: Fish and Game
 BRU: Wildlife Conservation
 Components: Wildlife Conservation

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	9.9	10.4	10.9	11.4	11.9	12.4
TRAVEL	2.0	2.0	2.2	2.2	2.4	2.4
CONTRACTUAL						
SUPPLIES	3.0	3.0	3.0	3.0	3.0	3.0
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	14.9	15.4	16.1	16.6	17.3	17.8

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND	14.9	15.4	16.1	16.6	17.3	17.8
FEDERAL FUNDS						
OTHER						
TOTAL	14.9	15.4	16.1	16.6	17.3	17.8

POSITIONS:

FULL-TIME						
PART-TIME	1	1	1	1	1	1
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

A Fish and Wildlife Technician III will be hired for 3 months to monitor hunting activities & assist with enforcement of regulations, especially relating to off-road vehicle use. No FY 90 costs.

Prepared by: W. Bruce Dinneford
 Division: Wildlife Conservation

Phone: 465-4190
 Date: 1-29-90

Approved by Commissioner: *Donna H. Wiley*
 Agency: ADF & G

Date: Jan 31, 1990

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

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An Act Relating to the Dalton Highway
Sponsor: Senator Steve Frank
Requestor: Senate State Affairs

Agency Affected: Administration
BRU: Information Services
Components: Telecommunications

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY91	FY92	FY93	FY94	FY95	FY96
PERSONAL SERVICES	58.5	58.5	58.5	58.5	58.5	58.5
TRAVEL	5.0	5.0	5.0	5.0	5.0	5.0
CONTRACTUAL	84.6	84.6	84.6	84.6	84.6	84.6
SUPPLIES	5.0	5.0	5.0	5.0	5.0	5.0
EQUIPMENT	50.0	10.0	10.0	10.0	15.0	15.0
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	203.1	163.1	163.1	163.1	168.1	168.1

CAPITAL	1250.0	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
<u>OTHER</u>	1453.1	163.1	163.1	163.1	168.1	168.1
TOTAL	1453.1	163.1	163.1	163.1	168.1	168.1

POSITIONS:

FULL-TIME	1	1	1	1	1	1
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS : (Attach a separate page if necessary)

FY 90 - No fiscal impact anticipated, the majority of the work to be performed in regards to construction of communication facilities could not begin until after summer thaw (July 1990). Estimates in this fiscal note are for two-way communication services required by the departments of Public Safety and Transportation and Public Facilities. It is assumed these services would be funded by Interagency Receipts from those departments. See attached.

Prepared by: Paul Monette, Director
Division: Information Services

Phone: .465-2220
Date: 02/12/90

Approved by Commissioner: Frank S. Baxter
Agency: Administration 2/12/90

Date: 02/12/90

Distribution (by preparer) :

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

Department of Administration (DOA)
Division of Information Services

SB 366 - - FISCAL NOTE

An Act Relating to the Dalton Highway

SB 366 opens the Dalton Highway to public use. The following fiscal impact shows costs for providing two-way radio communications along the highway for the Department of Transportation and Public Facilities maintenance vehicles and the Department of Public Safety Troopers. It is assumed these services would be funded by Interagency Receipts from the Department of Public Safety and/or the Department of Transportation and Public Facilities. Other departments and agencies could use the facilities if provided with mobile communications equipment. On going operating expenses in relation to this bill are outlined below. One-time capital expenses are shown on page 3 and 4.

I. OPERATING

Personal Services

Necessary additional personnel for maintenance of the Dalton Highway communication system is one Electronic Technician WGII, 52B, based in Fairbanks. Personnel costs, based on FY91 rates per PACS, would be \$58.5 annually. Although the bill opens the road only in the summer months, experience indicates that year-round system maintenance will be required.

Travel

Travel expenditures for DOA maintenance technicians are for per diem based on current rates per LTC contract @ 90.00/day for 56 days for 8 wks in travel status. Transportation will primarily be via state owned vehicle provided for in 73000. Total cost for travel would be \$5.0 annually.

Contractual

15.0 is allowed for DOA maintenance technician helicopter transportation to 20 remote communications sites 9.6 is allowed for a full size pick-up truck from DOT State Equipment Fleet per FY91 rates. 60.0 annually for satellite lease costs. Total contractual cost would be 84.6 annually.

Supplies

5.0 is allowed for miscellaneous DOA technician supplies and minor electronic repair/maintenance annually.

Equipment

50.0 FY91 is for initial DOA purchase of test equipment to maintain two-way radio equipment. Subsequent years (FY 92 - FY 94) would be @ 10.0 annually, and 15.0 (FY 95 and FY 96) to upgrade and replace radio equipment at the end of useful life.

II. CAPITAL

1.25 million capital appropriation will fund a system that will consist of a combination of leased satellite and terrestrial microwave services and two-way radio repeaters linked to an earth station which will link this repeater system to Fairbanks. The system is intended to provide adequate two-way communication coverage to the Dalton Highway for the Alaska State Troopers and the Department of Transportation and Public Facilities maintenance vehicles. The present system is inadequate, expensive to maintain and not dependable, particularly in the winter. The system will have the capability for expansion to economically accommodate totally separate channels for other agencies.

The system design would permit future installation of emergency call boxes on some sections of the highway at a cost of approximately \$20,000 each. Some additional study would be required to totally explore the feasibility of year-round operation of the emergency call boxes.

Personnel

100.0 is necessary for DOA personnel to provide engineering drawings and install the Dalton Highway communication system.

Travel

15.0 travel expenditures are for site surveys by DOA engineers per diem and travel, based on roughly 25 round trips from Anchorage to Fairbanks. Transportation to sites will be via state-owned vehicle.

Contractual

325.0 is allowed DOA for subcontracted labor necessary for tower installation, including preparation of concrete pads for sites, as well as for helicopter transportation to remote communication sites.

Parts

25.0 is for DOA initial purchase of miscellaneous technician supplies and minor electronic parts.

Equipment

785.0 is for DOA initial purchase of equipment required for remote communications sites, such as radios, antenna, batteries, tower support structures, etc..

Position Title Electronic Technician		No. of Positions 1	Range/Step 52 B	Barg. Unit ITC
Time Status PFT	Staff Months 12	Location Fairbanks		Election District 20
		Justification		
Type of Expenditure		Amount		
1	2	3		
Salary 3.3/month	39.6/yr			
Benefits	15.3/yr			
Premium Pay	0			
Other Subsistence @ 10.00/day	3.6			
Total Personal Services		58.5		
Travel		5.0		
Contractual		24.6		
Commodities		5.0		
Equipment		50.0		
Other				
Total Cost				
Funding Source for Total Cost				
Federal Receipts	1002			
G. F. Match	1003			
General Fund	1004	143.1		
I-A Receipts	1006			
CIP Receipts	1061			
Other				

This position would provide modification, maintenance and repair of electronic communications equipment for State agencies. This includes communications systems for 2-way radios.

**Request For
New Position**

Agency Administration
 BRU Division of Information Services
 Component Telecommunications

Page 5 of 5
 Revised Date

FY 91

Introduced: 1/8/90
Referred: Transportation, State Affairs
and Finance

6-0586E

BY SEN. FRANK, Coghill, Fahrenkamp, Pourchot

1 IN THE SENATE

2

SENATE BILL NO. 366

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6 For an Act entitled: "An Act relating to the Dalton Highway."

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

8 * Section 1. AS 19.40.110 is amended to read:

9 Sec. 19.40.110. PUBLIC USE OF [A PORTION OF] THE HIGHWAY. The
10 department shall maintain the [SECTION OF THE] highway [BETWEEN THE
11 YUKON RIVER AND DIETRICH CAMP] and shall keep [THAT SECTION OF] the
12 highway open to use by the public [BETWEEN JUNE 1 AND SEPTEMBER 1 EACH
13 YEAR].

14 * Sec. 2. AS 19.40.290(2) is amended to read:

15 (2) "highway" means the secondary highway from the Yukon
16 River to a terminus near the Arctic Ocean.

STATE OF ALASKA
1990 LEGISLATIVE SESSION
REQUEST:

BILL VERSION: SE 366
PUBLISH DATE: 1/17/90 (a)

FISCAL NOTE

Revision Date:
Title: An Act Relating to the Dalton Highway
Sponsor: Frank
Requestor: Frank

Agency Affected: DOT&PF
BRU: Northern Region Interior M&O
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	12.0	12.0	12.0	12.0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	20.0	20.0	20.0	0	0	0
SUPPLIES	0	0	0	20.0	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	32.0	32.0	32.0	32.0	0	0
CAPITAL	92.0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	124.0	32.0	32.0	32.0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	124.0	32.0	32.0	32.0	0	0

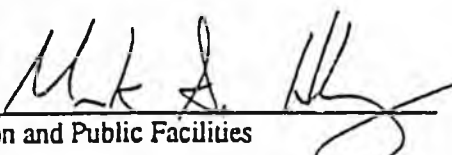
POSITIONS:

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

ANALYSIS: See Attached.

Prepared by: Paul Prusak
Division: Northern Region Planning

Phone: 474-2427
Date: 1/12/90

Approved by Commissioner: 
Agency: Department of Transportation and Public Facilities

Date: 1/15/90

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

FISCAL NOTE BACKUP
SB-366

1/12/90

1. Assumptions

Four wayside facilities are needed with vault toilets and litter barrels; two of these facilities should include campsites. Locations, construction and maintenance would have to be coordinated by DNR and BLM. Due to the remote location, litter barrel maintenance would likely fall on DOT&PF.

2. Capital Costs

Two Campsite Facilities	\$33,000
Four Vault Toilets	52,000
Information Signs	2,000
Bear Proof Litter Barrels	<u>4,000</u>
TOTAL	\$92,000

3. Operating Costs

Personal Services:	\$12,000
New Costs: Campsite/Litter Barrel Maintenance	
Contractual Services:	\$20,000
New Costs: Toilet Maintenance	

TOTAL IMPACT \$32,000

These figures indicate an annual maintenance cost of \$32,000 for new roadside facilities. The contractual cost for seasonal operation of the Dietrich Checkpoint was \$20,000 in 1987 and increased to \$44,000 in 1989. However, direct funding was not provided for the checkpoint operation and the cost was absorbed by the Dalton Highway operating budget. Therefore, closing the checkpoint does not represent a net savings.

4. Note: Also see the attached Fiscal Note prepared in February, 1988 for HB-115. Conditions and assumptions noted above are slightly different.

FISCAL NOTE

REQUEST:

Revision Date: 2/9/90 Agency Affected: Public Safety
 Title: Dalton Highway Maintenance
and Access BRU: Alaska State Troopers and
Fish and Wildlife Protection
 Sponsor: Senator Frank Component: Detachments (AST) and
 Requestor: Senate State Affairs Enforcement (FWP)

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	324.4	324.4	324.4	324.4	324.4	324.4
TRAVEL	8.0	8.0	8.0	8.0	8.0	8.0
CONTRACTUAL	345.1	265.1	265.1	265.1	270.1	270.1
SUPPLIES	12.0	4.0	4.0	4.0	4.0	4.0
EQUIPMENT	234.1	-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	923.6	601.5	601.5	601.5	606.5	606.5

CAPITAL	1,830.0	-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	2,753.6	601.5	601.5	601.5	606.5	606.5
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER/PROG RCPT	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	2,753.6	601.5	601.5	601.5	606.5	606.5

POSITIONS:

FULL-TIME	4	4	4	4	4	4
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

See attached information.

Prepared by: Francis C. Allan
 Division: Administrative Services
 Approved by Commissioner: D.A.H. English
 Agency: Department of Public Safety

Phone: 269-5691
 Date: 1/29/90
 Date: 2-9-90
 Page 1 of 8

Memo
2/9/90

With the Dalton Highway open throughout the entire year for public travel, a full range of law enforcement services must be provided. Increased activity is projected for both Alaska State Trooper enforcement patrol and investigation to provide for accident response, highway patrol, criminal investigation, and search and rescue services. Fish and Wildlife Protection is projecting an increase in Fish and Game violations which will require additional enforcement. The majority of enforcement will be along the highway corridor. Search and rescue and wildlife enforcement will require off-highway activity.

Four additional State Trooper positions (3 AST and 1 FWP) will be needed to provide adequate enforcement. One trooper will be assigned to Prudhoe, two at Coldfoot, and one at Seven Mile.

Summarized below are personal services and related operating costs for each location for the first year only:

	2 X Trp. (AST&FWP) Coldfoot	1 X Trp. (AST) at Prudhoe	1 X Trp. (AST) at 7 Mile	Helicopter Patrol	Dept. of Admin. Communic.	FY 91 Total
Personal Services	162.2	81.1	81.1	-0-	-0-	324.4
Travel	4.0	2.0	2.0	-0-	-0-	8.0
Contractual	74.8	34.4	24.4	8.4	203.1	345.1
Supplies	6.0	3.0	3.0	-0-	-0-	12.0
Equipment	<u>177.1</u>	<u>28.5</u>	<u>28.5</u>	<u>-0-</u>	<u>-0-</u>	<u>234.1</u>
TOTAL	<u>424.1</u>	<u>149.0</u>	<u>139.0</u>	<u>8.4</u>	<u>203.1</u>	<u>923.6</u>

PERSONAL SERVICES

Four full-time trooper positions.

TRAVEL

Required per mandatory training needs.

CONTRACTUAL

For expenses related to utilities, vehicle and aircraft operation and maintenance, personnel training, contracted housing in Prudhoe, and personnel support costs.

SUPPLIES

Office supplies and miscellaneous enforcement needs, personnel uniforms, vehicle accessories.

EQUIPMENT

Four 4x4 wheel drive vehicles with necessary communications and medical equipment. One single engine aircraft with wheels, skis (FWP). Two snowmachines on trailers (AST & FWP).

HELICOPTER PATROL (Fairbanks)

Funding for six additional Dalton Highway patrol assignments from the Fairbanks Post for both Alaska State Troopers and Fish and Wildlife Protection Enforcement.

SINGLE ENGINE AIRCRAFT

To be assigned to Coldfoot for Fish and Wildlife Enforcement and Search and Rescue operations. An FWP aircraft hangar is already in place at Coldfoot.

CAPITAL BUDGET - Employee Housing

A duplex housing unit will be needed in Coldfoot for the two new positions. The new unit will be constructed next to the FWP unit now there. The construction cost for the duplex has been estimated by the Department of Transportation and Public Facilities at \$580,000. DOT/PF contact is Betsy Engle, Director of Northern Region Design and Construction, 451-2272.

COMMUNICATIONS

In order to provide for the timely notification of citizens in need of public assistance a communications system will need to be established along the Dalton Highway. Cost estimates provided by Paul Monette, Department of Administration, Division of Information Services, 465-2220, are as follows:

Capital Budget: \$1,250.0

Operating Expenses:	FY 91	\$203.1
	FY 92, 93, 94	163.1
	FY 95, 96	168.1

The \$1.25 million capital appropriation will fund a system that will consist of a combination of leased satellite and terrestrial microwave services and two-way radio equipment. The design will provide a system of public safety radio repeaters linked to an earth station which will link this repeater system to Fairbanks. The system will be expandable to economically accommodate totally separate channels for other agencies.

The system is intended to provide communications to State agencies in maintaining and patrolling the Dalton Highway. The system design would permit