

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672

6670 SENATE STATE AFFAIRS

1074

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.

MULTIPLE RESCUE OPERATIONS

This fiscal note does not address response to a major accident such as one involving a tour bus for example. The cost that would be associated with maintaining a rescue capability to deal with such a catastrophe is clearly prohibitive. In such an event, the Department of Public Safety would require substantial assistance from the private sector and/or the military.

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24
Justification				
Type of Expenditure		Amount		
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		24.4		
Commodities		3.0		
Equipment		28.5		
Other				
Total Cost		139.0		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	139.0		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. Another equipment item needed is a snow machine to provide transportation for search and rescue and other off-road operations. \$10.0 is included for training costs for a new Trooper to fill this position. All other costs are average Trooper costs and are based upon experience.

Additionally, no housing currently exists in Coldfoot and a unit will be needed to be constructed in Coldfoot. This will be a duplex to house this position and the FWP Trooper.

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
BRU Alaska State Troopers
COMPONENT Detachments

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FY 91

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Prudhoe		Election District 24
Justification				
Type of Expenditure		Amount		
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		34.4		
Commodities		3.0		
Equipment		28.5		
Other				
Total Cost		149.0		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	149.0		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. \$10.0 is included for training costs for a new Trooper to fill this new position.

Housing for this Trooper would be contracted at the Prudhoe site.

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Seven Mile		Election District 24
Type of Expenditure		Amount		
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		24.4		
Commodities		3.0		
Equipment		28.5		
Other				
Total Cost		139.0		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	139.0		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

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 (158P) 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, including \$10.0 for training of a new Trooper.

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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FY 91

Position Title FWP State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24
Type of Expenditure		Justification		
1	2	3		
Salary*	59,195	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 (156R) 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, including \$10.0 for training a new Trooper. Another item of equipment needed by this FWP Trooper is a snow machine to allow for off-road patrol to enforce game regulations.		
Benefits*	21,934			
Premium Pay (Included in Above)	////			
Other	////			
Total Personal Services	////	81.1		
Travel		2.0		
Contractual		50.4		
Commodities		3.0		
Equipment		148.6		
Other				
Total Lost		285.1		
Funding Source for Total Cost		One single-engine aircraft and its operation of approximately 300 hours is included with this position. The aircraft will be used for highway patrol, off-highway enforcement of game laws, search and rescue missions, and emergency evacuations.		
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	285.1		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Fish & Wildlife Protection
 COMPONENT Enforcement & ISU

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FISCAL NOTE

REQUEST:

Revision Date: 1/30/90
Title: Dalton Highway Maintenance and Access
Sponsor: Senator Frank
Requestor: Senate State Affairs

Agency Affected: Public Safety
BRU: Alaska State Troopers and Fish and Wildlife Protection
Component: Detachments (AST) and 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	285.1	205.1	205.1	205.1	210.1	210.1
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	863.6	541.5	541.5	541.5	546.5	546.5

CAPITAL	2,080.0	-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	2,943.6	541.5	541.5	541.5	546.5	546.5
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER/PROG RCPT	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	2,943.6	541.5	541.5	541.5	546.5	546.5

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

Phone: 269-5691
Date: 1/29/90

Approved by Commissioner: Arthur English
Agency: Department of Public Safety

Date: 1-29-90
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Handwritten initials and date:
1/30/90

Department of Public Safety
 Fiscal Note Analysis, continued
 SB 366, Dalton Highway Maintenance & Access
 Page 2 of 7

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:

	<u>2 X Trp. (AST&FWP) Coldfoot</u>	<u>1 X Trp. (AST) at Prudhoe</u>	<u>1 X Trp. (AST) at 7 Mile</u>	<u>Helo Patrol</u>	<u>Dept. of Admin. Communic.</u>	<u>FY 91 Total</u>
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	143.1	285.1
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>143.1</u>	<u>863.6</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: \$1,500.0

Operating Expenses:	FY 91	\$143.1
	FY 92, 93, 94	103.1
	FY 95, 96	108.1

MULTIPLE RESCUE OPERATIONS

This fiscal note does not address response to a major accident such as one involving a tour bus for example. The cost that would be associated with maintaining a rescue capability to deal with such a catastrophe is clearly prohibitive. In such an event, the Department of Public Safety would require substantial assistance from the private sector and/or the military.

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24	
Type of Expenditure		Justification			
Amount		<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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. Another equipment item needed is a snow machine to provide transportation for search and rescue and other off-road operations. \$10.0 is included for training costs for a new Trooper to fill this position. All other costs are average Trooper costs and are based upon experience.</p> <p>Additionally, no housing currently exists in Coldfoot and a unit will be needed to be constructed in Coldfoot. This will be a duplex to house this position and the FWP Trooper.</p>			
1	2				3
Salary*	59,195				////////////////////
Benefits*	21,934				////////////////////
Premium Pay (Included in Above)	////////////////////				////////////////////
Other	////////////////////				////////////////////
Total Personal Services	////////////////////				81.1
Travel					2.0
Contractual					24.4
Commodities					3.0
Equipment					28.5
Other					
Total Cost					139.0
Funding Source for Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004	139.0			
Program Receipts/GF	1005				
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS.					

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0	Location Prudhoe		Election District 24	
Type of Expenditure		Justification			
		<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 4 x 4 vehicle (158P) in order to be able to travel the rough road during winter conditions. \$10.0 is included for training costs for a new Trooper to fill this new position.</p> <p>Housing for this Trooper would be contracted at the Prudhoe site.</p>			
Amount					
1	2				3
Salary*	59,195				////////////////////
Benefits*	21,934				////////////////////
Premium Pay (Included in Above)	////////////////////				////////////////////
Other	////////////////////				////////////////////
Total Personal Services	////////////////////				81.1
Travel					2.0
Contractual					34.4
Commodities					3.0
Equipment					28.5
Other					
Total Cost					149.0
Funding Source for Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004	149.0			
Program Receipts/GF	1005				
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS.					

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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FY 91

Position Title AST State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA	
Time Status PFT	Staff Months 12.0	Location Seven Mile		Election District 24	
Type of Expenditure		Justification			
Amount		<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 (158P) 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, including \$10.0 for training of a new Trooper.</p>			
1	2				3
Salary*	59,195				////////////////////
Benefits*	21,934				////////////////////
Premium Pay (Included in Above)	////////////////////				////////////////////
Other	////////////////////				////////////////////
Total Personal Services	////////////////////				81.1
Travel					2.0
Contractual					24.4
Commodities					3.0
Equipment					28.5
Other					
Total Cost					139.0
Funding Source for Total Cost					
Federal Receipts	1002				
G.F. Match	1003				
General Fund	1004	139.0			
Program Receipts/GF	1005				
I-A Receipts	1007				
CIP Receipts	1061				
Other					
* Personal Services Salary and Benefits Costs are from PACS.					

**REQUEST FOR
NEW POSITION**

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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Position Title FWP State Trooper		Nc. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 24
Justification				
Type of Expenditure			Amount	
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		50.4		
Commodities		3.0		
Equipment		148.6		
Other				
Total Cost		285.1		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	285.1		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

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 (156R) 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, including \$10.0 for training a new Trooper. Another item of equipment needed by this FWP Trooper is a snow machine to allow for off-road patrol to enforce gaming regulations.

One single-engine aircraft and its operation of approximately 300 hours is included with this position. The aircraft will be used for highway patrol, off-highway enforcement of game laws, search and rescue missions, and emergency evacuations.

**REQUEST FOR
NEW POSITION**

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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FY 91

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Dalton Highway Maintenance
and Access
Sponsor: Senator Frank, etc.
Requestor: Senate Transportation

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

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

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	243.3	243.3	243.3	243.3	243.3	243.3
TRAVEL	6.0	6.0	6.0	6.0	6.0	6.0
CONTRACTUAL	91.0	91.0	91.0	91.0	91.0	91.0
SUPPLIES	9.9	9.9	9.9	9.9	9.9	9.9
EQUIPMENT	77.4	-0-	-0-	-0-	-0-	-0-
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	427.6	350.2	350.2	350.2	350.2	350.2

CAPITAL	322.0	-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	749.6	350.2	350.2	350.2	350.2	350.2
FEDERAL FUNDS						
OTHER/PROG RCPT						
TOTAL	749.6	350.2	350.2	350.2	350.2	350.2

POSITIONS:

FULL-TIME	3	3	3	3	3	3
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: Francis C. Allan
Division: Alaska State Troopers
Approved by Commissioner: Francis C. Allan Arthur English
Agency: Department of Public Safety

Phone: 269-5691
Date: 01/12/90
Date: 1-12-90
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11/2/90

CONTINUATION OF FISCAL NOTE ANALYSIS

Department of Public Safety

SB 366, Dalton Highway Maintenance and Access

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, 1990. Further, FY 91 costs are based upon budgeted costs for FY 91 with no inflation included for future years.

<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	81.1	81.1	81.1		243.3
Travel	2.0	2.0	2.0		6.0
Contractual	13.4	37.4	37.4	2.8	91.0
Supplies	3.3	3.3	3.3		9.9
Equipment	<u>25.8</u>	<u>25.8</u>	<u>25.8</u>		<u>77.4</u>
Total	<u>125.6</u>	<u>149.6</u>	<u>149.6</u>	<u>2.8</u>	<u>427.6</u>

(1) - Helicopter costs include two additional trips up and down the highway, fueling at Coldfoot and Prudhoe Bay (contract). This is expected to involve seven hours on each trip @ \$200 per hour.

Capital Budget

There is no housing available in Coldfoot. Accordingly, it will be necessary to construct a new housing unit located next to the FWP unit in Coldfoot. Cost is estimated to be \$322,000 for a single family unit.

Position Title State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Coldfoot		Election District 22
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 4 x 4 vehicle (152 nd) 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.				
Additionally, no housing currently exists in Coldfoot and a unit would need to be constructed with CIP funds.				
Type of Expenditure		Amount		
1	2	3		
Salary*	59,195	////////////////////		
Benefits*	21,934	////////////////////		
Premium Pay (Included in Above)	////////////////////	////////////////////		
Other	////////////////////	////////////////////		
Total Personal Services	////////////////////	81.1		
Travel		2.0		
Contractual		13.4		
Commodities		3.3		
Equipment		25.8		
Other				
Total Cost		125.5		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	125.6		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachements

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Position Title State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Prudhoe Bay		Election District 22
Type of Expenditure		Justification:		
1	2	3		
Salary*	59,195	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 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.		
Benefits*	21,934	Contractual costs include housing and office space at a cost of \$2,000 per month, which is based upon previous AST experience in Prudhoe Bay and assumes space availability.		
Premium Pay (Included in Above)	////			
Other	////			
Total Personal Services	////	81.1		
Travel		2.0		
Contractual		37.4		
Commodities		3.3		
Equipment		25.8		
Other				
Total Cost		149.6		
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	149.6		
Program Receipts/GF	1005			
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CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

**REQUEST FOR
NEW POSITION**

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

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Position Title State Trooper		No. of Positions 1	Range/Step 76/A	Barg. Unit PSEA
Time Status PFT	Staff Months 12.0	Location Prudhoe Bay		Election District 22
Type of Expenditure		Justification:		
Amount		<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 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.</p> <p>Contractual costs include housing and office space at a cost of \$2,000 per month, which is based upon previous AST experience in Prudhoe Bay and assumes space availability.</p>		
1	2			
3				
Salary*	59,195			
Benefits*	21,934			
Premium Pay (Included in Above)	////////////////////			
Other	////////////////////			
Total Personal Services	//////////////////// 81.1			
Travel	2.0			
Contractual	37.4			
Commodities	3.3			
Equipment	25.8			
Other				
Total Cost	149.6			
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004	149.6		
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS.				

**REQUEST FOR
NEW POSITION**

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

Page 5 of 5
 Revised Date

FY 91

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

P.O. BOX N
JUNEAU, ALASKA 99811-1200
PHONE: 465-4322

February 10, 1988

The Honorable Steve Frank
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Representative Frank:

During our last hearing, concern was expressed for the Fish and Wildlife Protection activities along the Dalton Highway. The following information was obtained from the Fish and Wildlife Protection Division relating to violations which occurred from January, 1987 to the present within the Dalton Highway corridor.

1. Carcasses found:	5
2. No hunting/fishing license:	2
3. Trapping:	2
4. Guiding:	1
5. Use of firearms within corridor:	9
6. Highway permits:	15

As you can see, our caseload for the corridor is quite low. The Coldfoot trooper, however, now has the added responsibility of covering Bettles, as well as other area villages. Since this is a remote post, the Fish and Wildlife Protection Trooper's duties also include the "blue shirt" activities.

With the closing of our Bettles post and transferring the aircraft and officer to Coldfoot, we now have the ability to conduct aircraft patrol throughout the area with either a Supercub or a Cessna 185. In those instances where it appears off-the-road violations have occurred, we will have the ability to better cover the area by using our aircraft. This does give us limited enforcement profile, however, it also increases the area that we can cover with limited manpower.

As I mentioned during our meeting, if the Dalton Highway were to open, it would be necessary for us to station two

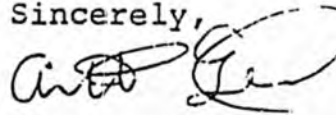
The Honorable Steve Frank

-2-

February 10, 1988

additional employees at Prudhoe Bay, an AST "blue shirt," and another FWP "brown shirt." In addition, we will add another "blue shirt" to the Coldfoot post. With these personnel, our enforcement effort would be enhanced; however, we would still have a limited impact on the area.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arthur English".

Arthur English
Commissioner

STEVE COWPER, GOVERNOR

DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

P O BOX 3-2000
JUNEAU, ALASKA 99802-2000
PHONE: (907) 465-4100

February 18, 1988

The Honorable Steve Frank
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Representative Frank:

Circumstances relating to caribou hunting near the Dalton Highway north of the Yukon River have been somewhat confusing for a number of years. Some background may help put the matter in perspective.

As you know, public access has been constrained by statute (AS 19.40.100 and 19.40.110), and use of off-road vehicles within five miles on each side of the Dalton Highway right-of-way is prohibited except for access to mining claims (AS 19.40.210). However, because no penalty provision was included in the latter section, the prohibition on off-road or all-terrain vehicles (ORV/ATV) could not be enforced. Although these laws were in place, people were able to gain access to the northern portion of the Dalton Highway. Also because the ORV/ATV restriction was ineffective, a convention of use of these vehicles developed among people who were able to gain access to the northern Dalton Highway. Thus, public use of the highway and of ORV/ATVs for hunting purposes was only partly constrained.

This situation contributed to a rapid increase in caribou harvest from along the highway between 1982 and 1986. Seasons and bag limits for the Central Arctic Caribou Herd (CAH) during that period were designed to provide ample opportunity for use of caribou for food by local residents of Game Management Unit 26B (GMU 26B), and presumed that restrictions of Dalton Highway and ATV use effectively moderated hunting pressure from elsewhere. That was not the case, and in 1986 the department recommended and the Board of Game adopted a regulation reducing from five to two the number of caribou that could be transported out of GMU 26B. That regulation was in effect in 1986-87. Also, the administration in 1986 introduced a bill containing a

February 18, 1988

penalty provision for off-road use of ATVs so that the law would be enforceable, but it did not pass.

In March 1987, the Department of Fish and Game proposed a regulation establishing a bag limit of five caribou for subsistence hunters, and one caribou for other hunters. This proposed regulation also expanded the area affected to include all of the principal range of the CAH. The Board of Game adopted this proposal as regulation, which became effective July 1, 1987. In addition, the board promulgated a regulation prohibiting the use of motorized vehicles, (except for licensed highway vehicles, aircraft, and motor boats) for hunting purposes within the Dalton Highway corridor. The net effect was to prohibit use of ORV/ATVs for hunting purposes.

These changes have affected total harvests of caribou as shown below.

Reported Harvest of Central Arctic Caribou Herd

<u>Year</u>	<u>Total</u>
1982-83	81
1983-84	170
1984-85	364
1985-86	662
1986-87	345
1987-88 (through 2/5/88)	181

We anticipate that the total harvest in 1987-88 will be below that of 1986-87. Although even at the highest harvest level, in 1985-86, there was no danger to the CAH's well-being, the trend was of concern, since a continued rapid increase in harvest levels could have stopped or reversed growth of the herd.

Under the present regulatory regime, hunting will not limit growth of the CAH. However, the more conservative seasons and bag limits and the enforceable regulation on use of ATVs in the Dalton Highway corridor for hunting, have reduced public hunting opportunities. Further experience with the current regulations may indicate in the future that some relaxation of restrictions may be warranted. Because the herd's welfare is also being studied in relation to oilfield development, it is important that hunting not constrain herd growth.

Some other difficulties with management of the CAH remain unresolved. First, Wiseman, located within the utility corridor, is a recognized subsistence community under federal law and is classified as rural under state law.

February 18, 1988

Because of the prohibition on the use of firearms and ATVs, its residents are at a disadvantage in hunting in or near the corridor. Other residents of the corridor are also considered rural. This disadvantage is aggravated by the fact that nonlocals and nonresidents can hunt there with bows and arrows.

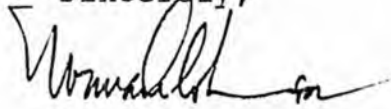
Second, because of the history of ATV use during the several years when an ATV use prohibition existed but was widely known as being unenforceable, a number of local people and other state residents now feel that they have been treated unfairly by the imposition of the regulation prohibiting ATV use for hunting in the corridor.

Public use of the entire Dalton Highway as an access route to northern hunting areas remains a subject of contention.

Given the current regulatory regime, the presence of Fish and Wildlife Protection staff and of our own staff in the area, and the apparent cooperation by most of the public with current regulations, we are confident of being able to ensure the well-being of the Central Arctic Caribou Herd and of other wildlife in the Dalton Highway area.

I will be glad to be of further assistance in any way that I can.

Sincerely,



Don W. Collinsworth
Commissioner

cc: L. Pamplin
D. Bishop

STEVE FRANK
DISTRICT K
SEAT A

119 N. Cushman, Rm. 213
Fairbanks, Alaska 99701

White in Juneau
P.O. Box V
Juneau, Alaska 99811
(907) 465-3709
Capitol Rm. 514

Alaska State Legislature



Senate

MEMORANDUM

MEMBER
Finance Committee
Resources Committee
Legislative Council
Special Committee on Banking &
Economic Development

VICE-CHAIR
Community & Regional
Affairs Committee

TO: Senate Transportation Committee
FROM: Senator Steve Frank
RE: Senate Bill 366 "An Act relating to the Dalton Highway."
DATE: January 16, 1990

SB 366 would open the James Dalton Highway (North Slope Haul Road) for public travel all the way to Prudhoe Bay.

The Dalton Highway is maintained by the Department of Transportation and Public Facilities (DOT/PF) with state general fund dollars. However, access past Disaster Creek is limited to those with a "commercial purpose." In my opinion, it is inappropriate for the average citizen to be denied the privilege of driving a road that they pay for, whether directly or indirectly.

This summer I participated in a DOT/PF sponsored trip up the Dalton Highway and I was impressed by the unique beauty of the land. There is a tremendous potential for tourism business that is just barely being tapped.

It has been over a decade since the road was turned over to the state. During that time the highway has been opened further and further and our experience has been good. I believe, concerns about the impact on the wildlife and the safety of the traveling public so far have not proven to be significant and those legitimate ones can be addressed.

The Cowper administration's Department of Transportation has been supportive of opening the highway and the other affected agencies have indicated that they can adequately handle the additional traffic and any impact on wildlife.

I think that it is time that we open this public road to the public. Thank you for your consideration

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

P.O. BOX N
JUNEAU, ALASKA 99811-1200
PHONE: 465-4322

February 10, 1988

The Honorable Steve Frank
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Representative Frank:

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The Honorable Steve Frank -2-

February 10, 1988

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Sincerely,

A handwritten signature in cursive script, appearing to read "Arthur English".

Arthur English
Commissioner

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

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

January 29, 1988

The Honorable Al Adams
Alaska State Legislature
P.O. Box V
Juneau, Alaska 99811

Dear Representative Adams:

In response to your recent request, the following is an analysis of how opening the entire Dalton Highway to public use would affect Department of Transportation and Public Facilities (DOT&PF) responsibilities.

Elimination of the checkpoint and the need for processing permits would save the cost of checkpoint operation (currently \$20,000 per year), would save the time and cost involved with administering the system and issuing permits, and would save highway users the bother and expense of obtaining permits. It would also end the constant public involvement effort necessary to explain the current policy to people who feel they have a right to travel the route. Opening the remainder of the Dalton Highway to public use would represent a standardized policy for operation and management of all rural state access routes. Though some of them are open only seasonally, all other state highways are open to the public.

To date there has been no federal participation in road improvement projects north of the Yukon River Bridge even though the entire Dalton Highway is on the federal-aid system. This is due to the requirement that federally funded highway projects be open to the public. The limited ability of the public to travel parts of the highway has clouded the issue of federal participation. Recently, the Federal Highway Administration (FHWA) declined to include a Barrow to Prudhoe Bay corridor on the federal-aid system, in part because the Dalton Highway is not open to the public. In the future, this would preclude our ability to utilize federal funding for construction of a Nuiqsut to Prudhoe Bay Road.

Opening the remainder of the Dalton Highway to the public would necessitate some additional traveler services. Private facilities providing vehicular services and lodging are available at the Yukon Crossing, Coldfoot and Deadhorse. It would probably prove necessary for someone to develop additional private facilities between Coldfoot and Deadhorse. We see the need for two additional public wayside/campsite facilities, with vault toilets and litter barrels (like what we have now at the Arctic Circle and at Marion Creek) along the northern section of the road. Some signing and additional litter barrels would also be required. We estimate the development cost for these facilities to be \$60,000. We expect they would cost approximately \$20,000 per year to maintain. That maintenance cost would be offset by the savings which would be realized by closing the existing checkpoint, thereby resulting in a neutral operating budget impact for DOT&PF. Enclosed is a new fiscal note detailing these expenses.

There may also be a need to extend the Dalton Highway to the terminal area of the Deadhorse Airport. Currently, the Dalton Highway ends approximately 2 miles short of the terminal area. The remaining segment of road, though on airport property, was built and is maintained by the oil companies. We do not see a problem reaching a reasonable accommodation, so we have not included a cost estimate for this on the attached fiscal note.

Another problem and additional cost may occur since the current road stops several miles short of the Arctic Ocean. If the Legislature desires access as far as the Arctic Ocean, as currently suggested in HB 115 and SB 132, there may be additional costs for inclusion. Arrangements would have to be made with the oil companies to achieve this goal.

Summer and fall traffic volumes would increase as a result of opening the remainder of road. However, as indicated by past limited openings of the route, we would not expect a large volume of additional traffic. The long distances involved, the cost of services and repairs, and the lack of pavement would tend to hold the number of pleasure vehicles down. Since we already maintain the route for truck traffic, we do not anticipate an appreciable increase in maintenance costs resulting from the additional traffic. The smaller public vehicles would have little effect on the road surface relative to the commercial trucks.

The capacity of the road would also not be a limiting factor. Again, where improvement is needed, it is already needed for the existing truck traffic and is needed to improve the level of service provided by the facility rather than to increase the capacity. The geometric standards of the Dalton Highway are already superior to those of several other rural routes in the state which are open to public use and are subject to higher traffic volumes.

While there may be some concern that public traffic would interfere with possible gasline construction, we do not feel that this is a significant negative consideration. Just as with oil pipeline construction activity, gasline construction activity would share hundreds of miles of highway such as the Steese, Elliott and Richardson Highways with substantially higher traffic volumes than would occur on the Dalton Highway. Construction activity itself may deter some people from using the route. If it becomes necessary during gasline construction to temporarily close a portion of the highway to public use, this could be done under A.S. 19.10.100.

As it pertains to DOT&PF, the opening of the entire Dalton Highway would require minimal additional state facilities, would relieve us of the troublesome task of administering the existing user permitting program, would not require appreciable additional maintenance, and would not tax the traffic volume capacity of the existing facility. For us, the positive effects of opening the entire highway to public use outweigh the possible negative effects.

There are a number of other issues, that while not direct DOT&PF concerns, I believe would need attention to implement this decision properly. The following is a list of key concerns.

January 29, 1988

A. Traffic Safety/Fish and Wildlife Enforcement

Opening the entire Dalton to general public access, particularly on a year-round basis, could significantly affect Public Safety's ability to perform these responsibilities.

B. Environmental/Fish And Game Impact

A range of environmental and fish and game impacts could occur due to an opening decision. This could include detrimental impacts from off-road vehicle and hunting violations, and other negative impacts associated with off-road activities along the currently restricted road portions.

C. Facility Development Needs

Year-round access will necessitate additional development of commercial service facilities (i.e., auto services; food; lodging) at one or two new locations north of Coldfoot. Some effort will be needed to ensure the opportunity is available for private sector development.

D. Land Selection Status

State efforts are continuing in terms of state selections within the Bureau of Land Management (BLM) Utility Corridor. I would recommend contacting DNR to ascertain any possible problems that might be posed by this proposal. (See Mike Pentold)

E. Partial Opening

It may be wise, at least at first, to limit general access to eight months, thereby avoiding public safety risks during the dead of winter. You might want to contact DPS on this question.

Since this question does impact a number of other areas, I have taken the liberty of copying affected areas for their information. You may also want to contact Bob Evans so the administration can work with you in a more coordinated manner.

Sincerely,



Mark S. Hickey
Commissioner

Enclosure

cc: J. Anthony Smith, Commissioner, Department of Commerce and Economic Development
Dennis D. Kelso, Commissioner, Department of Environmental Conservation
Don W. Collingsworth, Commissioner, Department of Fish and Game
Arthur A. English, Commissioner, Department of Public Safety
Mary Halloran, Associate Director, Office of Management and Budget
Bob Evans, Legislative Liaison, Office of the Governor

1/29/90

blm.txt

Senator Pourchot/Staff summary of Bureau of Land Management (BLM) Proposed Resource Management Plan (PRMP) for the Utility Corridor.

The PRMP emphasizes a balance of resource uses with an emphasis on development of the recreational opportunities of the area. The management actions for the proposed plan outline a program of intensive management toward the development of these recreational opportunities while providing for energy transportation which is the Corridor's primary purpose. The plan was designed with the overriding assumption that energy transportation is the priority function of the corridor and that no actions should be interpreted as restricting the construction of new energy transportation systems within the Utility Corridor.

MAJOR PLANNING ISSUES AND PROPOSED MANAGEMENT ACTIONS;

MINERAL DEVELOPMENT; All lands would be opened to mineral location the the area designated as the "inner Corridor", the Jim River and Prospect Creek, the Nigu wilderness area, 8 mineral licks and the Kanuti River west of the inner corridor.

NODES; Development nodes would be defined for the Yukon Crossing, Coldfoot, Chandalar and Happy Valley.

LAND DISPOSALS, ACQUISITIONS AND OTHER REALTY ACTIONS; Lands identified to be made available for disposal include Corridor lands south of the Yukon River, the remainder of an east-west gas pipeline corridor adjacent to the Arctic National Wildlife Range and the Coldfoot Node. In addition the Prospect unit, the Coldfoot unit and the Sagavanirktok unit would be opened to selection, all other lands within the Utility Corridor would remain closed to selection.

RECREATION; The Utility Corridor would be managed with an emphasis on recreation. Recreational facilities in the Dalton Highway Recreation Management Area (roughly the lands visible from the highway) would be expanded. New waysides, campsites, trailheads and cabin sites would be identified and developed after completion of a Recreation Area Management plan. A mix of private investment in recreational facilities and federal government supported facilities would be pursued.

ACCESS; Lands within the Corridor at Prospect and Coldfoot that the state is interested in obtaining for access to adjacent state lands would be made available for state selection.

SUBSISTENCE; Alaska National Interest Lands Conservation Act evaluations would be completed for all discretionary actions as required by law.

WILDERNESS; No action would be permitted within the area established as a Wilderness Study Area that would impair the area's suitability for wilderness until Congress releases those lands. The "upper Nigu block" has been recommended for wilderness designation.

WILDLIFE; Nine areas would be identified as Areas of Critical Environmental Concern for special management attention to protect identified plant and/or wildlife values.

PUBLIC PARTICIPATION: COMMENTS AND RESPONSES:

BLM completed an extensive public process which involved federal, state and local agencies, conservation organizations, Native Alaskan organizations, the oil and gas industry, media and those who had expressed an interest. The following are specific BLM responses to public concerns:

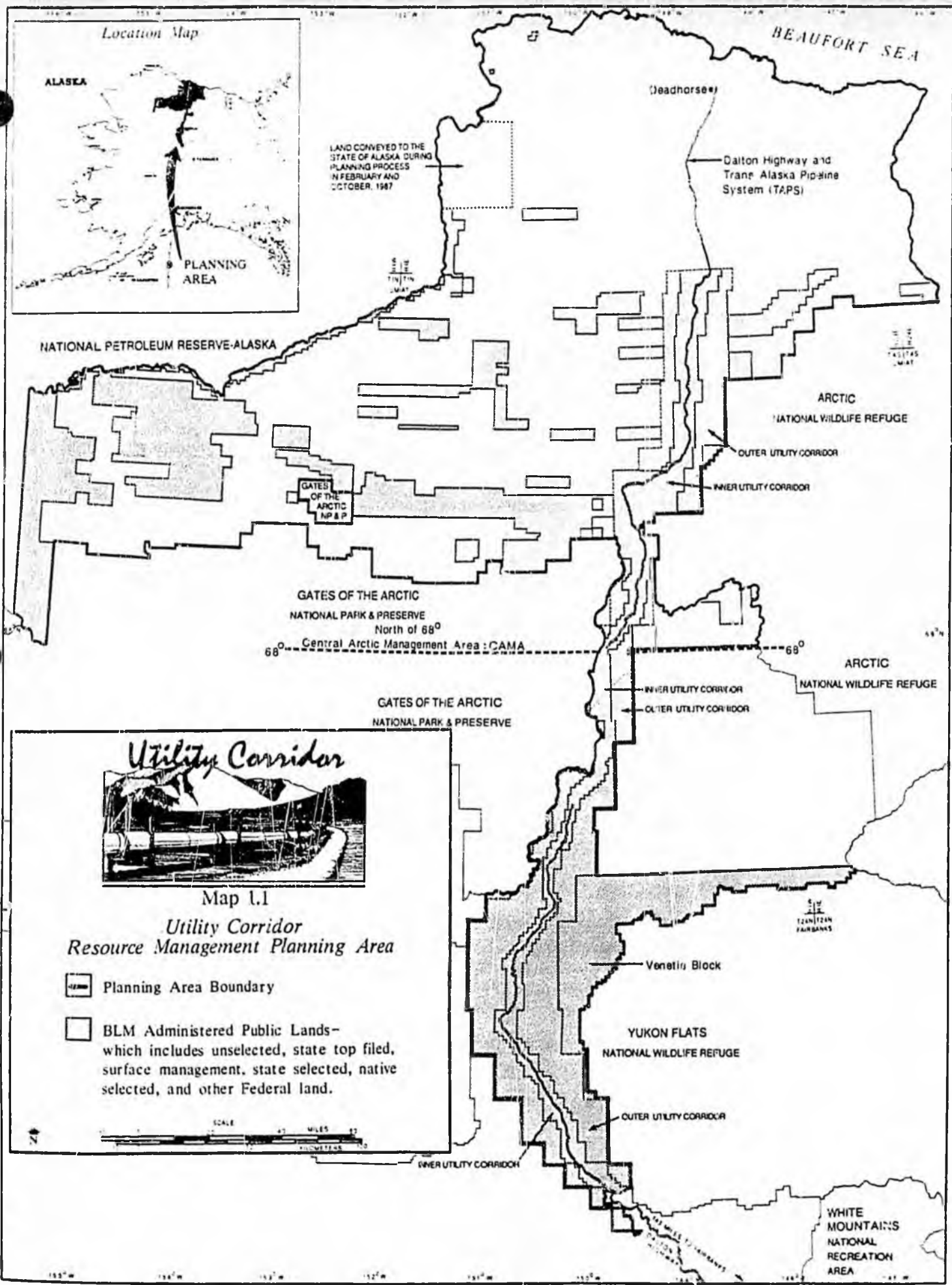
Access: Since additional access to park land adjacent to the corridor could alter current use of the parks and complicate management and visitor protection, development of access trails to adjacent federal lands will involve consultation with both the other managing agency and the state.

Areas of Critical Environmental Concern (ACEC): ACEC designation does not indicate a particular type of management for the area but instead highlight area where special management attention is needed to protect important historic, cultural and scenic values, fish or wildlife resources or other natural systems to to protect human life and safety from natural hazards.

Minerals: In keeping with the original intent of the Utility Corridor, mineral materials would be made available for the development of new, as well as the maintenance and repair of existing, energy transportation systems.

Off-Road Vehicles (ORVs): The state prohibits both ORV use and hunting with firearms within five miles of the Dalton Highway. BLM cannot predict if the state will remove its prohibition of recreational ORV use, however BLM proposes to allow recreational use of ORVs during the winter should the state remove restrictions. **Subsistence:** It was suggested that Allakaket/Alatna, Evansville and Stevens Village should be designated subsistence study areas to evaluate the impacts of mineral activities and sale or lease of lands.

Wildlife and Fisheries: BLM manages wildlife habitat, the state manages the wildlife populations. Prior to approving any disturbing activities to the habitat, an environmental analysis is required by BLM.



Location Map



LAND CONVEYED TO THE STATE OF ALASKA DURING PLANNING PROCESS IN FEBRUARY AND OCTOBER, 1987

BEAUFORT SEA

(Deadhorse)

Dalton Highway and Trans-Alaska Pipeline System (TAPS)

NATIONAL PETROLEUM RESERVE-ALASKA

ARCTIC NATIONAL WILDLIFE REFUGE

OUTER UTILITY CORRIDOR

INNER UTILITY CORRIDOR

GATES OF THE ARCTIC NP & P

GATES OF THE ARCTIC NATIONAL PARK & PRESERVE North of 68°

68° Central Arctic Management Area :CAMA

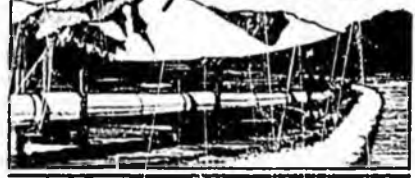
ARCTIC NATIONAL WILDLIFE REFUGE

GATES OF THE ARCTIC NATIONAL PARK & PRESERVE

INNER UTILITY CORRIDOR

OUTER UTILITY CORRIDOR

Utility Corridor



Map 1.1

Utility Corridor Resource Management Planning Area

- Planning Area Boundary
- BLM Administered Public Lands— which includes unselected, state top filed, surface management, state selected, native selected, and other Federal land.



Ventris Block

YUKON FLATS NATIONAL WILDLIFE REFUGE

OUTER UTILITY CORRIDOR

SIW TRANZITAN FAIRBANKS

WHITE MOUNTAINS NATIONAL RECREATION AREA



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
ALASKA STATE OFFICE
222 W. 7th Avenue, #13
ANCHORAGE, ALASKA 99513-7599



8344 (930)

JAN 29 1990

Senator Pat Pouchot
Pouch V
Capitol Building Room 504
Juneau, Alaska 99811

Dear Senator Pouchot:

As you requested, I am pleased to offer comments on the potential impact of Senate Bill 366 (opening of the Dalton Highway north of Disaster Creek) on Bureau of Land Management activities in the Utility Corridor. We have no specific objections to the opening of the Dalton Highway north of Disaster Creek to the general public.

In September 1989, we issued the Utility Corridor Proposed Resource Management Plan and Final Environmental Impact Statement. None of the proposed actions in the plan will become final until a Record of Decision is issued sometime in the near future. Copies of the proposed plan were widely distributed. Additional copies are available from my office.

The proposed plan recognizes the portions of the Dalton that are already open, as well as the potential for future openings north of Disaster Creek.

Aside from the primary purpose of the corridor remaining as a energy minerals transportation route, we anticipate that recreation and tourism will rapidly become the major land use within the corridor. Because of that potential becoming reality in a few short years, we are accelerating our recreation planning for the corridor. To this end, we anticipate having the Dalton Highway Recreation Area Management Plan substantially completed by the beginning of 1991.

Within the recreation strategy for the BLM lands in the corridor, the recreation plan will investigate site specific opportunities for facilities such as campgrounds, cabins, concessions and lodges, information/interpretive sites, trails and trailheads, ORV use, scenic viewpoints, and etc. This planning will involve close coordination with the State of Alaska to identify needs and priorities. Even with today's level of traffic on the highway, we are concerned about the general lack of facilities to meet the needs of the motoring public. We are also concerned about the interim protection of prehistoric and historic cultural sites until we have funding for proper management of the sites.

In light of the year 1992 being a celebration year of the 50th anniversary of the Alcan Highway opening, and the 125th anniversary of the purchase of Alaska from Russia, there will certainly be an influx of recreational vehicles and bus tours during 1991-1993. Our limited funding inhibits our ability to do basic planning and survey and design, let alone construction, in such a relatively short time. We are, however, entering into efforts with the State of Alaska to

seek alternatives for temporary facilities to accommodate the increased traffic. Of primary concern to us are sites for overnight parking, water, and sanitation facilities. Close coordination will be necessary to assure Off-Road Vehicle (ORV), subsistence, and public safety issues will be addressed.

I look forward to an outstanding partnership with the State of Alaska in the future management of the Utility Corridor and the Dalton Highway for the benefit of the citizens of Alaska and the nation. Please feel free to contact me if you have any questions.

Sincerely,





United States Department of the Interior

BUREAU OF LAND MANAGEMENT
ALASKA STATE OFFICE
222 W. 7th Avenue, #13
ANCHORAGE, ALASKA 99513-7599



January 31, 1990

Honorable Patrick Pourchot
P.O.Box V (MS 3100)
Juneau, AK 99811

Dear Mr. Pourchot:

We are proposing to formally nominate the Denali Highway, the Taylor Highway and the Dalton Highway as Scenic Byways. The attached publication on "Scenic Byways" explains the overall scenic byways program and lists a number of byways that have already been identified throughout the United States. On page 4-11 please note that two highways in Alaska (the Denali and Dalton highways) are listed as Scenic Byways, although they have never been formally recognized as such. In addition the Forest Service and the State have recognized the Seward Highway as a Scenic Byway.

A 1986 study for the President's Commission on Americans' Outdoors found that 43% of American adults identified driving for pleasure as a favorite leisure pursuit. Next to walking, driving for pleasure is Americans' most popular form of recreation. The scenic highways of America provide a great opportunity to help meet the demand for pleasure driving. Exploring or pleasure driving is one of the major uses of public lands administered by the Bureau of Land Management even though there is little information available to the general public concerning the scenic drives. The goals of the program within the BLM are:

1. Help meet the increasing demand for pleasure driving in back country environments;
2. Facilitate effective partnerships at the local, State, and National levels;
3. Contribute to local and regional economies through increased tourism;
4. Increase public awareness of the availability of outstanding recreation attractions on public lands;

5. Enhance the visitors recreation experience and communicate the multiple use management message through an effective wayside interpretive program;
6. Increase the visibility of BLM as a major supplier of outdoor recreation opportunities;
7. Manage the increased use created through the program to minimize impacts to the environment;
8. Contribute to the National Scenic Byway effort in a way that is uniquely suited to National public lands managed by BLM.

Herein lies a great opportunity to inform the public concerning the outstanding scenic drive opportunities that are available in Alaska and the rest of the nation.

We are proposing to go through the process to have the Dalton, Taylor and Denali highways formally recognized as "Scenic Byways". It has been our observation that there is very little cost to the State as the Federal agencies involved have been successful in obtaining funding and/or sponsors to purchase the signs and other incidental facilities associated with this program. Before moving ahead with that process we would appreciate your comments and suggestions concerning the formal identification of these three highways as "Scenic Byways". We are particularly concerned about those portions that pass through public lands administered by BLM, but would gladly work with other concerned agencies (Federal, State or Local) to insure that all of the appropriate parts of these highways are officially recognized. Our intent is to work in a cooperative manner with any person, agency, or company with these efforts, so that all of Alaska can benefit from these endeavors. Please return any comments or suggestions to this office by March 1, 1990.

We feel that by adding the Dalton, Taylor and Denali Highways to the Scenic Byways program the tourism industry and the visitors to Alaska will benefit greatly in the future.

Sincerely,



Lester K. Rosenkrance
Acting State Director

Sec. 16.05.780. Taking of antlerless moose prohibited. (a) The taking of antlerless moose in any game management unit or subunit or a portion of a unit or subunit is prohibited except that antlerless moose may be taken only under regulations adopted under (b) of this section after

(1) the department recommends the season be opened in that year, based on biological evidence, and

(2) a majority of active local advisory committees for that unit or subunit have recommended an opening for that year, after each has taken a vote and a majority of the members of those committees have voted in the affirmative.

(b) Pursuant to (a) of this section the board, in its regularly scheduled annual game board meeting, may adopt regulations for the taking of antlerless moose in any game management unit or subunit in any year. (§ 1 ch 113 SLA 1975)

Sec. 16.05.785. Failure to remove markers. If the Board of Fisheries by regulation uses department markers to establish waters closed to commercial fishing and the state fails to remove the old markers when new markers are posted to establish waters closed to commercial fishing, commercial fishing is expressly permitted in the waters between the new markers and the old markers until the old markers are removed. (§ 1 ch 70 SLA 1980)

Sec. 16.05.788. Examination fee. [Repealed, § 24 ch 32 SLA 1971.]

Sec. 16.05.789. Prohibition on hunting adjacent to highway between Yukon River and Arctic Ocean. (a) Hunting with firearms is prohibited north of the Yukon River in the area within five miles on either side of the highway between the Yukon River and the Arctic Ocean.

(b) A person who violates this section is guilty of a class A misdemeanor. (§ 2 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 16.05.785. Renumbered in 1980.

Legislative history reports. — On July 1, 1980, the attorney general advised the governor that the house and senate did not pass the same bill (SCS HB 207 am S (H. failed eff. date)), and the governor, acting on that advice, returned the bill to the house unsigned. For governor's transmittal letter, see 1980 House Journal, p. 2240, and 1980 Senate Journal, p.

1781. Legislative counsel advised that under art. II, §§ 17 and 18, Constitution of Alaska, the bill became law without the governor's signature, with an effective date of October 5, 1980. By judgment dated March 19, 1981, in Alaska Legislative Council v. Hammond, case no. 4FA-80-1689, the superior court for the fourth judicial district upheld the validity of the enactment of ch. 177, SLA 1980.

Secs. SLA 19

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Chapter 35. Relocation Assistance.

[Repealed, § 2 ch 41 SLA 1971.]

Chapter 40. James Dalton Highway.

Section

- 10. Declaration of policy
- 15. Highway named
- 20. Contractual authority
- 30. Undertakings of contractors
- 40. Exemption
- 50. Highway width
- 60. Conditions to be met
- 65. Regulations and penalties
- 70. Conflict with other laws

Section

- 100. Use of the highway by industrial or commercial traffic
- 110. Public use of a portion of the highway
- 120. Closure of the highway to traffic
- 200. Disposal of land or materials
- 210. Prohibition of off-road vehicles
- 290. Definitions

Opinions of attorney general. — It is within the power of the Department of Transportation and Public Facilities un-

der AS 19.05.040(11) to charge a toll for use of the James Dalton Highway. February 20, 1987 Op. Att'y Gen.

Sec. 19.40.010. Declaration of policy. (a) The legislature finds and declares that there is an immediate need for a public highway from the Yukon River to the Arctic Ocean and that this public highway should be constructed by the State of Alaska at this time because

(1) it will assist in the fulfillment of art. VIII, § 1, Constitution of the State of Alaska, in which it is provided that it is the policy of the state to encourage the settlement of its land and the development of its resources by making them available for maximum use consistent with the public interest;

(2) it will provide the first year-round, overland route from north of the Yukon River to the Arctic Ocean, and will consequently result in the completion of a highway from the Pacific Ocean to the Arctic Ocean;

(3) it is in conformity with the policy of 23 U.S.C. 101(b) (Federal-Aid Highway Act of 1956), in which it is declared to be in the national interest to accelerate the construction of certain highways which are of primary importance to the national defense;

(4) it will benefit local and interstate commerce because the area north of the Yukon River is rich in natural resources but is inaccessible at the present time because of the lack of roads and this inaccessibility prohibits the successful use of the natural resources of this area;

(5) it is consonant with art. VIII, § 2, Constitution of the State of Alaska, in which it is provided that the legislature shall provide for the utilization, development, and conservation of all natural resources belonging to the state, including land and water, for the maximum

benefit of its people, because the highway will benefit not only local and interstate commerce but will also augment the revenue of the state and result in conservation of natural resources, for example, by facilitating a system of forest fire suppression.

(b) It is the sense of the legislature that the construction of the highway will not impair the natural wilderness adjacent to the highway and will not unreasonably interfere with subsistence hunting, fishing, trapping, and gathering.

(c) It is the intent of the legislature that the state shall be reimbursed for the cost plus interest of constructing the public highway from the Yukon River to the Arctic Ocean.

(d) It is the intent of the legislature that employment of Alaska residents be encouraged and that the provisions of AS 36.10 be complied with. (§ 1 ch 231 SLA 1970)

Sec. 19.40.015. Highway named. The highway is named the James Dalton Highway. (§ 2 ch 10 SLA 1981)

Sec. 19.40.020. Contractual authority. (a) Subject to (b) of this section, the department may contract in accordance with AS 36.30 for the construction of a secondary highway from the Yukon River to the Arctic Ocean. The provisions of AS 36.10 govern in employment practices on all work authorized by this chapter.

(b) The authority granted under (a) of this section may not be exercised until the state enters into a contract with the participants in the Trans Alaska Pipeline System or other organization formed for the purpose of transporting oil by pipeline from the North Slope (that area of Alaska lying north of 68 degrees latitude). The contract shall provide for reimbursement to the state by the participants, jointly and severally, in the Trans Alaska Pipeline System or other organization formed for the purpose of transporting oil by pipeline, of the full amount of the highway's cost of construction plus interest on the state's expenditures at the rate of seven and one-half per cent per year. Complete reimbursement together with interest shall be made within five years from the date of the contract. The state may, with the agreement of the participants, elect to construct an oil pipeline from the North Slope. In that event, the provisions of this subsection requiring reimbursement do not apply.

(c) The contract with the participants must include additional terms and conditions that are in the best interests of the state. Any advance payments made under the contract shall be deposited in a special account which will be used for disbursements to the contractor charged with construction of the highway. Disbursements to the contractor shall be made on order of the commissioner of transportation and public facilities on presentation of a proper voucher or the presentation of a voucher by an employee of the department authorized in

writing to certify as to such payment. (§ 1 ch 231 SLA 1970; am § 18 ch 106 SLA 1986)

Effect of amendments. — The 1986 amendment inserted "in accordance with AS 36.30" in the first sentence in subsection (a) and deleted the former second sentence in subsection (a) which read, "The department may request bids and award

contracts for the construction of the highway, or it may elect to directly negotiate contracts for the construction of the highway if it appears to be in the best interests of the state."

Sec. 19.40.030. Undertakings of contractors. The department, in place of the bonds or individual sureties required by AS 36.25.010, may accept corporate undertakings that include the same essential provisions of the bonds or individual sureties required by AS 36.25.010 and that are satisfactory to the department. (§ 1 ch 231 SLA 1970)

Sec. 19.40.040. Exemption. The Alaska Net Income Tax Act and the Alaska Business License Act do not apply to any money received by the general contractor from the state under a highway construction contract authorized under this chapter if the money is to be paid to a subcontractor for work performed under the construction contract. The money received by the subcontractors is subject to the Alaska Net Income Tax Act, the Alaska Business License Act, and any other applicable state taxes. (§ 1 ch 231 SLA 1970)

Sec. 19.40.050. Highway width. In accordance with AS 19.10.015, the width of this highway is designated as 200 feet. (§ 1 ch 231 SLA 1970)

Sec. 19.40.060. Conditions to be met. Construction authorized under AS 19.40.020 — 19.40.050 may not be undertaken until all of the following conditions are met:

(1) certification by the commissioners of natural resources and fish and game that adequate precautions have been taken to protect and preserve the total ecology of the area traversed;

(2) certification by the commissioner of transportation and public facilities that the road design and construction methods will cause minimal landscape defacement or environmental degradation by erosion or waste disposal;

(3) certification by the commissioner of health and social services that adequate and reasonable precautions have been taken for the prevention of pollution during construction and subsequent public use;

(4) all certifications, as well as the regulations, contract provisions, specifications, inspection procedures, and programs necessary to im-

plement and accomplish AS 19.40.020 — 19.40.050 shall be filed with the governor's office and published;

(5) the governor has approved all certifications and supporting material submitted under (4) of this section as being in the best public interest, and has certified that the contract required by AS 19.40.020 has been executed. (§ 1 ch 231 SLA 1970; am § 6 ch 104 SLA 1971)

Sec. 19.40.065. Regulations and penalties. All departments and agencies of the state are given the specific authority to adopt under the Administrative Procedure Act (AS 44.62) emergency, temporary, and permanent regulations necessary to accomplish the purposes of AS 19.40.020 — 19.40.050. The violation of any regulation adopted under AS 19.40.020 — 19.40.050 is a misdemeanor and upon conviction the person is punishable by a fine of not more than \$10,000 for each offense. (§ 1 ch 231 SLA 1970)

Sec. 19.40.070. Conflict with other laws. In the event of a conflict between this chapter and any other law of this state, the provisions of this chapter govern and supersede any such other law. (§ 1 ch 231 SLA 1970)

Sec. 19.40.100. Use of the highway by industrial or commercial traffic. (a) The department shall maintain the highway and keep it open to industrial or commercial traffic throughout the year.

(b) "Industrial or commercial traffic" means

(1) travel necessary and related to resource exploration and development or to support of those activities, if the individual engaged in those activities has all necessary permits;

(2) travel necessary and related to access by local residents to their property; or

(3) motor carriers engaged in commerce. (§ 3 ch 177 SLA 1980; am § 51 ch 59 SLA 1982; am § 10 ch 21 SLA 1985)

Effect of amendments. — The 1985 amendment deleted "which are common carriers or contract carriers regulated by

the Alaska Transportation Commission under AS 42.10" at the end of paragraph (3) of subsection (b).

NOTES TO DECISIONS

Negligence action against state precluded. — The state was immune from tort liability, under the discretionary function immunity exception to the Tort Claims Act, in an action based on negligent failure to institute dust control procedures on the Dalton Highway. *Freeman v. State, Sup. Ct. Op. No. 2976 (File No. S-458), 706 P.2d 918 (1985).*

Indemnity provision in highway use permit held unenforceable. — Semi-

trailer operator injured in a single-vehicle accident was not barred by an indemnity and hold harmless provision in the highway use permit from seeking recovery for personal injuries and property damage from the state for its alleged negligence; the indemnity provision was unenforceable because the state's maintenance of the highway was a "public duty." *Kuhn v. State, Sup. Ct. Op. No. 2868 (File Nos. 6833, 7080), 692 P.2d 261 (1984).*

Highway permit indemnity regulation held unenforceable. — A highway permit indemnity regulation (17 AAC 30.060) was inconsistent with subsection (a) of this section because the regulation bore no reasonable relation to the state's statutory duty to maintain the highway,

and the regulation was unenforceable where it did not fall within one of the AS 19.05.040 exceptions to the duty. *State v. Alyeska Pipeline Serv. Co.*, Sup. Ct. Op. No. 3092 (File No. S-986), 723 P.2d 76 (1986).

Sec. 19.40.110. Public use of a portion of the highway. The department shall maintain the section of the highway between the Yukon River and Dietrich Camp and shall keep that section of the highway open to use by the public between June 1 and September 1 each year. (§ 4 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 19.40.120. Renumbered in 1980.

Opinions of attorney general. — This section should be interpreted as setting the maximum extent to which the Dalton Highway may be kept closed to public traffic by regulation, rather than the max-

imum that it may be opened; it is not an impediment to the department's adopting regulations which would open the Dalton Highway to Dietrich Camp to year-round public traffic. September 2, 1983 Op. Att'y Gen.

NOTES TO DECISIONS

Applied in *Kuhn v. State*, Sup. Ct. Op. No. 2868 (File Nos. 6833, 7080), 692 P.2d 261 (1984).

Sec. 19.40.120. Closure of the highway to traffic. The provisions of AS 19.10.100 apply to the closure of the highway by the department. (§ 3 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 19.40.110. Renumbered in 1980.

Sec. 19.40.200. Disposal of land or materials. (a) The state may not dispose of state land under AS 38 which is within five miles of the right-of-way of the highway.

(b) The prohibition on disposal of state land under (a) of this section does not apply to a disposal necessary for

- (1) an oil and gas lease under AS 38.05.180;
- (2) exploration, development, production, or transportation of oil and gas north of 68 degrees north latitude; or
- (3) a state lease or materials sale for exploration, development, production, or transportation of oil and gas or reconstruction or maintenance of the highway north of 68 degrees north latitude.

(c) Before the sale of materials under (b)(3) of this section to a private entity or person or to a state agency the state shall give due consideration to the availability of materials from private sources in the area where the materials are needed. (§ 5 ch 177 SLA 1980; am § 1 ch 77 SLA 1985)

Revisor's notes. — By judgment dated March 19, 1981, in Alaska Legislative Council v. Hammond, case no. 4FA-80-1889, the superior court for the fourth judicial district upheld the validity of the enactment of ch. 177, SLA 1980.

Effect of amendments. — The 1985 amendment added subsections (b) and (c).

Editor's notes. — Section 3, ch. 77, SLA 1985 made the 1985 amendments to this section retroactive to October 5, 1980.

Legislative history reports. — For governor's letter returning SCS HB am S (H. failed off. date) see 1980 House Journal, p. 2240, and 1980 Senate Journal, p. 1781.

For Senate letter of intent relating to (b)(3) of this section, see 1985 Senate Journal, page 264, which refers to identical language in an earlier version of the bill.

Sec. 19.40.210. Prohibition of off-road vehicles. Off-road vehicles are prohibited on land within five miles of the right-of-way of the highway. However, this prohibition does not apply to off-road vehicles necessary for oil and gas exploration, development, production, or transportation or to a person who holds a mining claim in the vicinity of the highway and who must use land within five miles of the right-of-way of the highway to gain access to the mining claim. (§ 5 ch 177 SLA 1980; am § 2 ch 77 SLA 1985)

Revisor's notes. — Enacted as AS 19.40.200(b). Renumbered in 1980.

Effect of amendments. — The 1985 amendment in the second sentence inserted "to off-road vehicles necessary for oil and gas exploration, development, pro-

duction, or transportation or" and substituted "the" for "his" following "access to."

Editor's notes. — Section 3, ch. 77, SLA 1985 made the 1985 amendments to this section retroactive to October 5, 1980.

Sec. 19.40.290. Definitions. In this chapter
 (1) "department" means the Department of Transportation and Public Facilities;
 (2) "highway" means the secondary highway from the Yukon River to the Arctic Ocean. (§ 1 ch 231 SLA 1970)

Revisor's notes. — Formerly AS 19.40.080. Renumbered in 1988.

Chapter 45. Miscellaneous Provisions.

Section
 01. Definitions
 02. Penalties

Section
 15. Highway construction near airports

Sec. 19.45.001. Definitions. In AS 19.05 — AS 19.40
 (1) "commissioner" means the commissioner of transportation and public facilities;
 (2) "construction" or any derivation means construction, reconstruction, alteration, improvement or major repair;
 (3) "controlled-access facility" means a highway especially designed for through traffic, and over, from, or to which owners or occupants of



Resource Development Council

for Alaska, Inc.

807 "G" Street, Suite 200, Anchorage, Alaska 99501-3448
 Box 100516, Anchorage, Alaska 99510-0516 - 907/276-8780

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EX-OFFICIO MEMBERS
 Senator Ted Stevens
 Senator Frank Murkowski
 Congressman Don Young

March 5, 1987

Representative Steve Frank
 Alaska State Legislature
 Pouch V
 Juneau, AK 99811

re: HB 115 and SB 132

Dear Steve:

The Resource Development Council is pleased to support HB 115 and SB 132, Acts relating to public use of the Dalton Highway. Our Executive Committee's action in this regard was unanimous.

We agree that these bills will allow the state to further develop the industries that rely on access to Northern Alaska. We need to encourage development and use of this key element in the state's road system if we are to foster development of valuable resources.

Please call on RDC if we can be of assistance to your office on this issue.

Sincerely,

RESOURCE DEVELOPMENT COUNCIL
 for Alaska, Inc.

Paula P. Easley
 Executive Director

cc: Senator Jack Coghill
 Mayor Juanita Helms
 Mayor Bill Walley

Position Papers



Greater Fairbanks

Chamber

of Commerce

First National Center

P O. Box 74446

100 Cushman Street

(907) 452-1105

Fairbanks, Alaska 99707

RESOLUTION 3-0287

A RESOLUTION TO OPEN THE DALTON HIGHWAY TO THE GENERAL PUBLIC

WHEREAS, there is no justifiable reason that the general public should not have access to a public highway, and

WHEREAS, public funds are used to maintain this road, and

WHEREAS, the denial of the public to use the Dalton Highway as any other highway in Alaska, as stated in A.S. 19.40.120, is discriminatory, and

WHEREAS, there are existing state and federal regulations which provide for management of public use of land and resources adjoining public highways, and

WHEREAS, the opening of the Dalton Highway has been part of the program of work as stated in the Interior Transportation Needs Study developed by the Greater Fairbanks Chamber of Commerce;

NOW, THEREFORE, be it resolved, that the Greater Fairbanks Chamber of Commerce recommends that the Legislature pass HB 115 without further restrictions.

Be it further resolved that this resolution be sent to the following:

Governor Cowper
The Interior Delegation
The Congressional Delegation
The Commissioner of Transportation

DATED THIS 23rd

DAY OF February, 1987

BY James P. Dodson
James Dodson, Chairman of the Board

BY Althea St. Martin
Althea St. Martin, Acting President

Editorial Opinion and Comment of



Daily News - Miner

"Independent in All Things . . . Neutral in None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

Dalton daffiness

We continue to be mystified by state officials who don't think their constituents should be allowed to drive the Dalton Highway.

At a recent hearing on the subject, an official of the Alaska Department of Public Safety delivered a masterpiece of bureaucratic circle-think.

The road is unsafe, he said, because traffic is sparse and there are few facilities. As even he acknowledged, the reason is obvious: The state keeps the road closed to the public.

A state senator, meanwhile, said the road shouldn't be opened because truckers and the Alyeska Pipeline Service Company might get stuck caring for stranded motorists.

"There's some places the public shouldn't go, for their own safety," he said.

Maybe we're wrong, but we have the idea that Alaskans don't want or need to be protected from themselves. In fact, we suspect there are a good many who came here to get away from the smothering embrace of bureaucrats and politicians who see it as their duty to protect people from themselves.

These are the same tired arguments we've heard for years against opening the Dalton, and they make less sense than ever.

The "sparse traffic, few facilities" reasoning collapses of its own weight, so we'll not devote further attention to it here, except to reiterate our serene confidence that the free enterprise system is able and willing to provide such facilities as are needed; certainly that has happened on the lower portion of the road that is open to the public.

As for the senator's tender concern for the burden that will be placed on Alyeska or truckers on the highway, we have no doubt that the development of facilities will speedily remedy that problem, if it ever arises. In addition, travelers on the road should be advised of its hazards and warned that they travel at their own risk.

Finally, let's remember that the state pays to maintain this road, but the oil industry is about the only user. If the public is going to pay for the upkeep of the Dalton Highway, the public should be allowed to drive it.



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MILE 176 JAMES DALTON HWY
COLDFOOT, ALASKA

Mailing Address
COLDFOOT SERVICES
COLDFOOT, ALASKA 99701-9998

February 23, 1987

Dear Mrs. Cato,

I should like to express my views concerning HB# 115 related to the Dalton Highway.

In April 1981 the legislature opened the Dalton Highway to the public. Then Governor Hammond, by decree, allowed the highway north of the Yukon River to Disaster Creek be opened only for the months of June, July and August.

The State at the same time decreed that someone provide a service facility at Coldfoot for the traveling public. That someone ended up being myself.

When Gov. Sheffield arrived on the scene, I approached him with the fact that we were here in Coldfoot year around, yet the road was opened to the general public only three months. He immediately, by Governor's decree, opened the road for the entire year, yet still only to Disaster Creek. This policy continues today.

There are several facilities opened to the public at Deadhorse, motels, restaurants, service stations and of course, the state airport facilities.

I can't see why the Dalton Highway should be divided, south or north of the Yukon River or south or north of Dietrich.

1. It's a state maintained road, using public funds.
2. Facilities are available year around.
3. Tourist traffic exceeds commerical traffic for five months of each year.
4. The state spends millions encouraging tourism.
5. Tour buses run the Dalton Highway fully realizing the attraction of:
 1. Yukon River
 2. Driving north of the Arctic Circle.
 3. The allure of the Brooks Range.
 4. The interest of Prudhoe Bay area.

The State D.O.T. maintains the checkpoint is a saftey checkpoint when we realize in fact, it's a political matter.

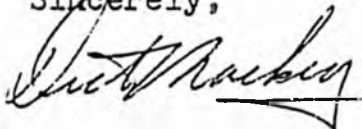
If in fact, it's a saftey checkpoint, then you should arrive, state you have extra tires and gasoline and continue on your way.

If it's a political matter, consider that no tourist is upsetting the lifestyle of any North Slope Borough resident as none live along the highway, that no corporation lands border the highway. That the D.O.T. when it does issue a permit, issues that permit for the vehicle, irregardless of the number of passengers. Why should one receive a permit to take a vehicle over a given section of highway right-of-way, and others be denied?!

Page 3

I believe it's time to adhere to our state constitution, open the highway, see the results of promotion of tourism and quit the political games with the North Slope Borough.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dick Mackey". The signature is written in dark ink and is positioned below the word "Sincerely,".

Dick Mackey
Coldfoot Services
Mile 175 Dalton Hwy.
Coldfoot, AK 99701-9998

1455 Skopline Dr

Fairbanks AK 99712

457-5602

Rep. Steve Frank

P.O. Box 5

Juneau, AK. 99811

This letter is to clarify my public affairs message of yesterday, and to add further emphasis for my support to the legislation to allow public use of the highway to its terminus.

I feel that because of the regulations already in place regarding hunting and fishing along the highway, and because to the south of Wiseman there is a distance of about 50 miles East and west to any native village, and to the north, the distance is greater to the only two villages Niyaesit, to the west and Kablovik to the east, the highway should be opened to the public.

2.
Further emphasis is added by the fact that
tour busses are presently allowed to
travel the road to its terminus. Only
the common citizen is prevented from exercising
his rights of free travel on public roads.

I regard the road as a restricted public
highway by virtue of the fact that state and
Federal funds are being expended to maintain
and repair the highway.

I feel that justice will be served
by the passage of HB 115.

As chief of the village of Wiseman, the only
community on the haul road, which has
been reported since 1970, to do otherwise
is a travesty of justice.

Sincerely,
Dennis Thiller, Chief, Wiseman



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Alaska State Office
701 C Street, Box 13
Anchorage, Alaska 99513-0099



IN REPLY REFER TO:

(910)

FEB 8 - 1988

Honorable Steve Frank
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear ~~Mr.~~ ^{Steve} Frank:

This letter is in response to your request for information on BLM's Utility Corridor Resource Management Plan (RMP) and the agency's preferred policies along the Dalton Highway.

The draft RMP, published in August of 1987, reiterated the primary purpose of the Utility Corridor which is the transportation of energy minerals. BLM's overall management policy for the corridor is to preserve it for this nationally important purpose. This agency, as stated in the draft plan, would take no action which would impede the operation of the present pipeline system or place undue restrictions on the construction of new systems.

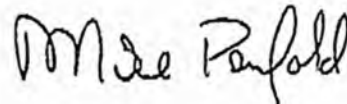
The Utility Corridor also offers unique opportunities for the development of public recreation in the area. The natural pristine character of corridor lands combined with the access offered by the Dalton Highway has focused the agency's attention on the potential for recreation facilities. Consistent with the multiple resource use mission of BLM, energy transportation needs and recreation development in the area are not incompatible. In the draft plan, I have taken the position that the BLM should take an active role in the future development of recreational facilities along the Dalton Highway when they are found to be fully compatible with the need for energy transportation.

With this emphasis on recreation BLM would like to enter a period of intense recreational facility planning. When the agency enters this detailed planning phase, after publication of the final RMP, it is hoped that it can be accomplished through a joint or cooperative BLM-State effort. This joint effort should address the appropriate location and type of facilities to be developed along the Dalton Highway. Public access along the Dalton Highway would be essential.

I would like to emphasize that the Utility Corridor Resource Management Plan is still in draft form. No definite decisions have yet been made on the final configurations of allowable land uses in the corridor.

If there is any additional information on these matters or other matters concerning the Utility Corridor please do not hesitate to write or call me.

Sincerely yours,



Michael J. Penfold
State Director

NORTH SLOPE BOROUGH

OFFICE OF THE MAYOR

P.O. Box 69
Barrow, Alaska 99723

Phone: 907-852-2611

George N. Ahmaogak, Sr., Mayor



January 16, 1990

Senator Al Adams
Alaska State Legislature
P.O. Box V
Juneau, Alaska 99801

RE: S.366 - Dalton Highway

Dear Senator Adams,

The North Slope Borough's position of record on the opening of the Dalton Highway to free access by the public has historically been one of opposition. The Borough's reasons for opposing legislation to open the haul road are well-documented in previous testimony and position papers, and are solely concerned with adequate protections in law for both the public and for Borough residents and resources: increased patrols by Public Safety and Fish and Game officers with oversight concentrated in the most active hunting areas; citation and prosecution of offenders in the taking of wildlife; full emergency services; and provision of roadside services.

Adequate funding to guarantee these protections at an effective level has been sadly lacking in previous proposed legislation. We again seek to continue limited and controlled access to the Dalton Highway unless and until legislation to open the road includes fiscal notes to satisfy our reasonable concerns.

We again request your help in preserving the Borough's position on S.366, and ask that this letter be submitted for inclusion in the Senate Transportation Committee packet for the hearing scheduled on Tuesday, January 16.

Very truly yours,

Anthony Kesler, Manager
State Government Affairs

cc: Representative Eileen MacLean

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

February 14, 1990

Michael Burns
President, Key Bank of Alaska
P.O. Box 100420
Anchorage, AK 99510-0420

Dear Mike;

Thank you for your letter concerning SB 396, which would provide the Department of Transportation and Public Facilities with supplemental operating funds for maintaining and operating the Dalton Highway.

I recently held Senate State Affairs Committee hearings on another Dalton Highway bill, CS SB 366, which is an Act that I co-sponsored with Senator Frank. This bill would open the entire Dalton Highway to the public. During those hearings several people testified on the need for supplemental funding and the serious problems that may occur if the funding is not approved. I will follow the progress of SB 396 and intend to support early supplemental funding.

I share your opinion concerning the importance of the Dalton Highway to Alaska's economy and I encourage you to contact additional senators voicing your support for prompt action on the supplemental.

Sincerely,

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

Senator Pat Pourchot

56396.txt

Key Bank of Alaska

A KeyCorp Bank



101 West Benson Boulevard
Post Office Box 100420
Anchorage, Alaska 99510-0420
(907) 564-0250

Michael J. Burns
President and
Chief Operating Officer

February 7, 1990

The Honorable Pat Pourchot
Alaska State Legislature
P. O. Box V (MS3100)
Juneau, Alaska 99811

Dear Senator Pourchot:

The Governor's Office has recently had S.B. 396 introduced. This supplemental operating appropriation of \$4.2 million for maintenance and operation of the Dalton Highway, in my opinion, is critical to the continued economic health of the Alaska interior.

Your support for this bill will be most appreciated. Thank you for your consideration.

Sincerely,

Michael J. Burns
President

MJB:jr

cc: Representative Mark Boyer
Larry Kelly, President Fairbanks Chamber of Commerce

CORRECTION

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

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

February 14, 1990

Michael Burns
President, Key Bank of Alaska
P.O. Box 100420
Anchorage, AK 99510-0420

Dear Mike;

Thank you for your letter concerning SB 396, which would provide the Department of Transportation and Public Facilities with supplemental operating funds for maintaining and operating the Dalton Highway.

I recently held Senate State Affairs Committee hearings on another Dalton Highway bill, CS SB 366, which is an Act that I co-sponsored with Senator Frank. This bill would open the entire Dalton Highway to the public. During those hearings several people testified on the need for supplemental funding and the serious problems that may occur if the funding is not approved. I will follow the progress of SB 396 and intend to support early supplemental funding.

I share your opinion concerning the importance of the Dalton Highway to Alaska's economy and I encourage you to contact additional senators voicing your support for prompt action on the supplemental.

Sincerely,

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

Senator Pat Pourchot

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President

MJB:jr

cc: Representative Mark Boyer
Larry Kelly, President Fairbanks Chamber of Commerce

SB 366.txt

Monday, February 12

SB 366, Senator Frank's bill, Dalton Highway

NOTIFIED; * indicates will testify

*BLM: Les Rosencrans/Bish Buckle (would like to address how BLM and State can work together)

Fish & Game: Molly McCammon, position paper

*Tanana Chiefs: Lisa Yaeger via teleconference. "Mitch" may be at hearing.

*Dept. of Commerce: Div. of Tourism: Danan Brockway

D.O.T.: Katy McHugh

Rep. MacLean: Staff will listen in

Public Safety: Captain McCoy

Environmental Lobby: Bill Glude et al

Admin: Division of Information Service: John Marrone

North Slope Borough

BP: John Ringsted

NOTES;

from meeting with Pat:

PURPOSES/INTENTS: visitation, increase tourism, scenic, recreational resources, closely monitored fish and wildlife resources. Value to continue healthy Fish and Wildlife resource for local subsistence and for tourism.

That Fish and Game closely monitors the resources and directs the boards of Fish and Game and Fish and Wildlife to protect local subsistence economies.

Opening a public road to the public.

It is not the purpose of this act to provide additional opportunities for sports hunting or fishing.

LAND USE PLAN; Intent that Federal Government manage these land in a responsible manner to protect resources and allows uses compatible with recreational and industrial uses. When and if the state selects additional lands a rigorous process must be used to avoid negative impact.

SB 366.txt

Wednesday, January 31

SB 366, Senator Frank's bill, Dalton Highway

TELECONFERENCE; Anchorage, Fairbanks, Sitka, Barrow,

PLEASE TRY TO START HEARING SB 366 BY 2:30 p.m.

NOTIFIED; * indicates will testify

*BLM: Les Rosencrans/Bish Buckle (would like to address how BLM and State can work together)

*Fish & Game: Molly McCammon, position paper

WAYNE HEIMAR or HARRY Reynolds (FBX)
BRUCE DENNIFORD (CJAO)

*Tanana Chiefs: Lisa Yaeger via teleconference. "Mitch" may be at hearing.

*Dept. of Commerce: Div. of Tourism: Dana Brockway

D.O.T.: Katy McHugh

Rep. MacLean: Staff will listen in

Public Safety: Captain McCoy

Environmental Lobby: Bill Glude et al

Admin: Division of Information Service: John Marrone

North Slope Borough

BP: John Ringsted

NOTES;

1. The \$3 million telecommunications issue:

A. Figure originally proposed by Public Safety to extend microwave system. Now appears in their fiscal note (Page 3 of 7) as a 1.5 million communications figure.

B. DOT says they have put a \$500,000 figure on telecommunications needed. By the way, they have been very Ho-hum on the idea of opening the highway.

C. BLM would like to pursue "cooperative" efforts in improving state-wide communications system.

2. Closing checkpoint: Minimal savings (Approx. \$20,000). Committee may want to consider phasing out checkpoint as to allow time for private industry to develop services. Visitor Contact Center at Yukon crossing to fully inform travelers of the needs of traveling in remote areas and possibly provide emergency supplies.

3. Questions for BLM: How much land is available for private development?
What is timeline to develop campgrounds?

STEVE FRANK
DISTRICT K
SEAT A

119 N. Cushman, Rm. 213
Fairbanks, Alaska 99701

While in Juneau
P.O. Box V

Juneau, Alaska 99811
(907) 465-3709

Capitol Rm. 514

Pat
Alaska State Legislature



Senate

MEMBER
Finance Committee
Resources Committee
Legislative Council
Special Committee on Banking &
Economic Development

VICE-CHAIR
Community & Regional
Affairs Committee

MEMORANDUM

TO: All Senators
FROM: Senator Steve Frank
RE: Legislation to Open the Dalton Highway to the Public
DATE: August 4, 1989

I plan to introduce legislation to open the James Dalton Highway (North Slope Haul Road) for public travel all the way to Prudhoe Bay and I would welcome your co-sponsorship.

As you all know the Dalton Highway is maintained by the Department of Transportation and Public Facilities with state general fund dollars. However, access past Disaster Creek is limited to those with a "commercial purpose." In my opinion, it is inappropriate for the average citizen to be denied the privilege of driving a road that they pay for, whether directly or indirectly.

Recently I returned from a trip up the Dalton Highway with the Department of Transportation and I was impressed with the unique beauty of this land. More surprising to me, however, was the tremendous potential for tourism that is just barely being tapped.

It has been over a decade since the road was turned over to the state. The road has been opened further and further over time and our experience has been good. In my opinion, concerns about the impact on the wildlife and safety of the traveling public so far have not proven to be significant and those legitimate ones can be addressed. This is evidenced by the support of the Cowper administration's departments of Transportation and Public Safety.

I think that it is time that we open this public road to the public and I look forward to working with you on this legislation in the upcoming session. For more information please contact Rick Solie of my staff at 452-3421.

Thank you for your consideration.

Comments on Alaska Senate Bill 366 (Opening of the Dalton Highway)

by Lester K. Rosenkrance

Acting State Director

Bureau of Land Management

January 31, 1990

I am pleased to offer comments on the potential impact of Senate Bill 366 on Bureau of Land Management activities in the Utility Corridor along the Dalton Highway. We basically have no specific objections to the opening of the Dalton Highway, north of Disaster Creek, to the general public.

In September 1989, we issued the Utility Corridor Proposed Resource Management Plan and Final Environmental Impact Statement. Aside from the primary purpose of the corridor

remaining as an energy minerals transportation route, we anticipate that recreation and tourism will rapidly become the major land use within the corridor. The proposed plan recognizes the portions of the Dalton Highway that are already open, as well as the potential for future openings north of Disaster Creek. None of the proposed actions in the plan will become final until a Record of Decision is issued sometime in the next few months.

A significant feature of the plan and EIS preparation was the in-depth public participation process we utilized. More than 20 public meetings, in many different locations, were held to define planning issues and criteria, review of drafts and for special issues such as wilderness and subsistence. There were also two formal comment periods during the planning process.

We are now in the protest stage of the proposed resource management plan. One of the protests involves the proposed

amendment of Public Land Order 5150 to allow state selection of approximately 700,000 acres within the corridor which includes 600,000 acres north of Toolik Lake and about 80,000 acres for development node areas at Coldfoot and Prospect. We hope to have this and other protests resolved within the next few months so that we can issue a final Record of Decision.

Because of the recreation potential becoming reality in a few short years, we are accelerating our recreation planning for the corridor. To this end, we anticipate having a recreation management plan substantially completed by the beginning of 1991.

Within the recreation strategy for the BLM lands in the corridor, the recreation plan will investigate site specific opportunities for facilities and uses such as campgrounds, cabins, lodges and concessions, information and interpretive sites, trails and trailheads, off road vehicles, scenic viewpoints, and etc. This

planning will involve close coordination with the State of Alaska to identify needs and priorities.

Even with today's relatively low level of traffic on the highway, we are concerned about the general lack of facilities for the motoring public. We are also concerned about the interim protection of prehistoric and historic cultural sites until we have funding for proper management of the sites.

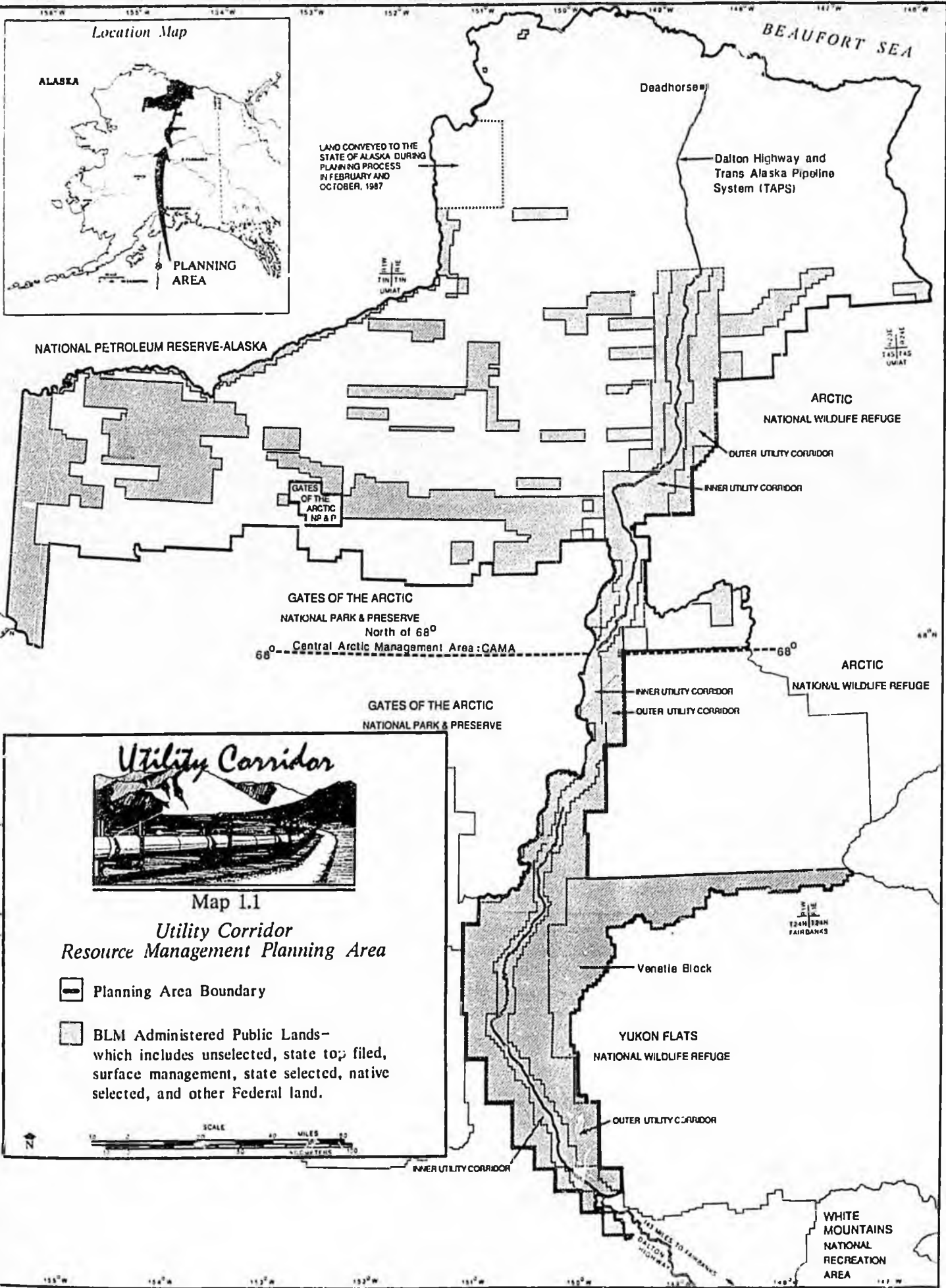
In light of the year 1992 being a celebration year of the 50th anniversary of the opening of the Alcan Highway, and the 125th anniversary of the purchase of Alaska from Russia, there will certainly be an influx of recreational vehicle and commercial tour busses during 1991 through 1993. Of primary concern to us

are the lack of developed sites for overnight parking, potable water, and waste management.

In summary, we anticipate that any planning and development activities in the corridor will involve close coordination with the State of Alaska to assure rational development takes place, and that issues such as off road vehicles, subsistence, and public safety will be addressed.

I look forward to an outstanding partnership with the State of Alaska in the future management of the utility corridor and the Dalton Highway for the benefit of the citizens of Alaska and the nation. Thank you.

SB366A\1/31/90\BTB



SB 366

1.31.90

FRANK:

Permitting now: Stan... state commercial
purpose

Concerns:

F & G: covered by existing law
corridor
Support additional wildlife
officer.

SAFETY: Comm. has authority
to shut down when unsafe
Development: by private sector

FAKS: supports concept
adequate protection to

➤ Mandate open as long
as minimum # of F & G
and Trooper

Frank
would not
object.

➤ Opposed to Strip Development
State Zoning along road.

↳ Coldfoot

WATCH FOR LAND EXCHANGE

VENNING: Concerned about safety and
development on safety-mileage ratio.

5 mile
Corridor

(4)

AS 16.05.789 — 5 mile hunting
corridor north of Yukon River

FRANK — define "adequate" F! G staff
will support reasonable.

Captain McCoy — Dept. of Pub. Safety
Communications and Blue Shirts

Total Reg — 3 F! Wil

3 Troopers

5 — for 200 miles

1.5 million estimate of communications
System.---

Mr. Reynolds: Fish & Game

- Effective enforcement of existing laws
- Concerns can be handled in regulations.

Bow hunting

Sheep hunting in Antigon Pass —
5 mile limit

Greatest impact of hunting in this
area — MOOSE

Les Rosewrons - BLM

4 development nodes

Private development only in these areas

Coldfoot, Prospect, Happy Valley, Chardlar

PAT How large are nodes
26,000 acres = Coldfoot
(6 x 6 miles)

Chardlar - 16,000
Happy Valley 17,000

How many miles of Roadway - 4 or miles Coldfoot

? State selected land

ADD DNR

BLM 1991 Budget - Campground Development

Federal Law Enforcement Officer will be patrolling:

Dana Brackway: Supports Passage - significant demand =
• CAR-CAMPER -
• Small visitor industry entrepreneurs opportunity.

(6)

Dave Lacey: FBX

Opposes Bill ---

Sham of law enforcement

Damage village subsistence

Supports wilderness based tourism.

Tweet Halverson: FCUB

• People want to see it open,

FBX Chamber — resolution pro-opening

Dave Lambert — Local 71

Support opening if funded.

→ going broke

Supplemental Approp. PENDING

(Arranging for lay-offs)

D.O.T.

Stev Bloom:

Pro-opening

Repeal ORL law

George Lawsbury: Open

Cliff Eames: ANTI-

• legislative controls

• CAMP grounds — poorly maintained

Petit:

open but Budget

T.C.C. — villages opposed

T.C.C. — Mr. Frank
Opposed.

Judy Hoff: Dir. of Folk Fest

• increase tourism... rubber tired traffic

Vern Miller: Kalapsuk?

Claim on land

PLO 51-50 should
be exempt from
state selection.

PRO OPEN ROAD.

Pipeline — daily monitoring overflights.

↳ Supports if 396 is passed

Charles McGee

(Against
ATMC)

Notes AK. Environmental Lobby is opposed

SB 366

Transportation: Charlie Miller (Comm. Aide)

✓ Committee File: Pourchot →

? Action

✓ Fiscal Note

Contention: Publicly funded but public not allowed.

Agency Position Papers — PRO

Backed off slightly on long-term

Anti: F&B enforcement

Open to Disaster Creek

Opening will create more poaching

F&B — one guy w Coldfoot

huge area to cover

Helicopter Patrols, now DOT

STWK: < Wide spread game

< Poaching will decrease
subsistence

< Safety — if trouble

MOST ACCIDENTS WERE SERIOUS

Transportation
minutes
1.16.90

SB 366 - 1-30-90

↑
Testify

Les Rosenkrans:
"Bish Buckle"

How to work with State

↳ Drop in oil production
Decrease in income

BLM - positive economic impact in
tourism industry.

• developing recreational plan ...
how to accommodate

→ take pressure off the state
in developing facilities for
tourism.

BLM - running into telecommunications
Needs =

Les would like to meet with Pat =

Les Rosenkrans =

STANDING COMMITTEE REPORTS

SJR 20

The Community and Regional Affairs Committee considered SENATE JOINT RESOLUTION NO. 20 (Disapproving the Local Boundary Commission recommendation for annexation of territory to the City of Dillingham). Senator Sturgulewski, Chairman and Senator Zharoff signed "do pass". Senators Halford and Szymanski signed "no recommendation".

Zero fiscal note published today from the Community and Regional Affairs Committee.

SENATE JOINT RESOLUTION NO. 20 was referred to the Rules Committee.

SB 10

The Transportation Committee considered SENATE BILL NO. 10 (An Act removing a limitation on the power of the Alaska Railroad to apply for a right-of-way or exercise eminent domain) and a majority of the committee recommended do pass. The report was signed by Senator Jones, Chairman and concurred in by Senators Abood, Coghill and Fahrenkamp.

Senator Binkley, Co-chairman, moved and asked unanimous consent that SENATE BILL NO. 10 have an additional referral to the Finance Committee. Without objection, it was so ordered.

SENATE BILL NO. 10 was referred to the Finance Committee.

SB 132

The Transportation Committee considered SENATE BILL NO. 132 (An Act relating to public use of the Dalton Highway) and a majority of the committee recommended do pass. The report was signed by Senator Jones, Chairman and concurred in by Senators Fahrenkamp and Coghill. Senator Abood signed "do not pass - not enough info available in the interest of safety and accommodations for the public".

Fiscal note published today from Department of Transportation and Public Facilities.

SENATE BILL NO. 132 was referred to the Finance Committee.

HB 89

The Rules Committee considered CS FOR HOUSE BILL NO. 89 (FIN) (efd fld) (An Act making a special appropriation for disaster relief; appropriating the balance of the budget reserve fund to the general fund) and a majority of the committee recommended the Senate Finance Committee Substitute (page 473) be adopted and calendar March 4. The report was signed by Senator Eliason, Chairman and concurred in by Senators Bennett, Binkley and Faiks.

CS FOR HOUSE BILL NO. 89 (FIN) (efd fld) is on the calendar.

INTRODUCTION AND REFERENCE OF SENATE BILLS

SB 22

SPONSOR SUBSTITUTE FOR SENATE BILL NO. 22 by Senator Coghill, entitled:

"An Act exempting certain telephone and electric utilities and certain transactions from regulation by the Alaska Public Utilities Commission; and providing for an effective date." (new title)

was read the first time and referred to the Labor and Commerce Committee and the Finance Committee.

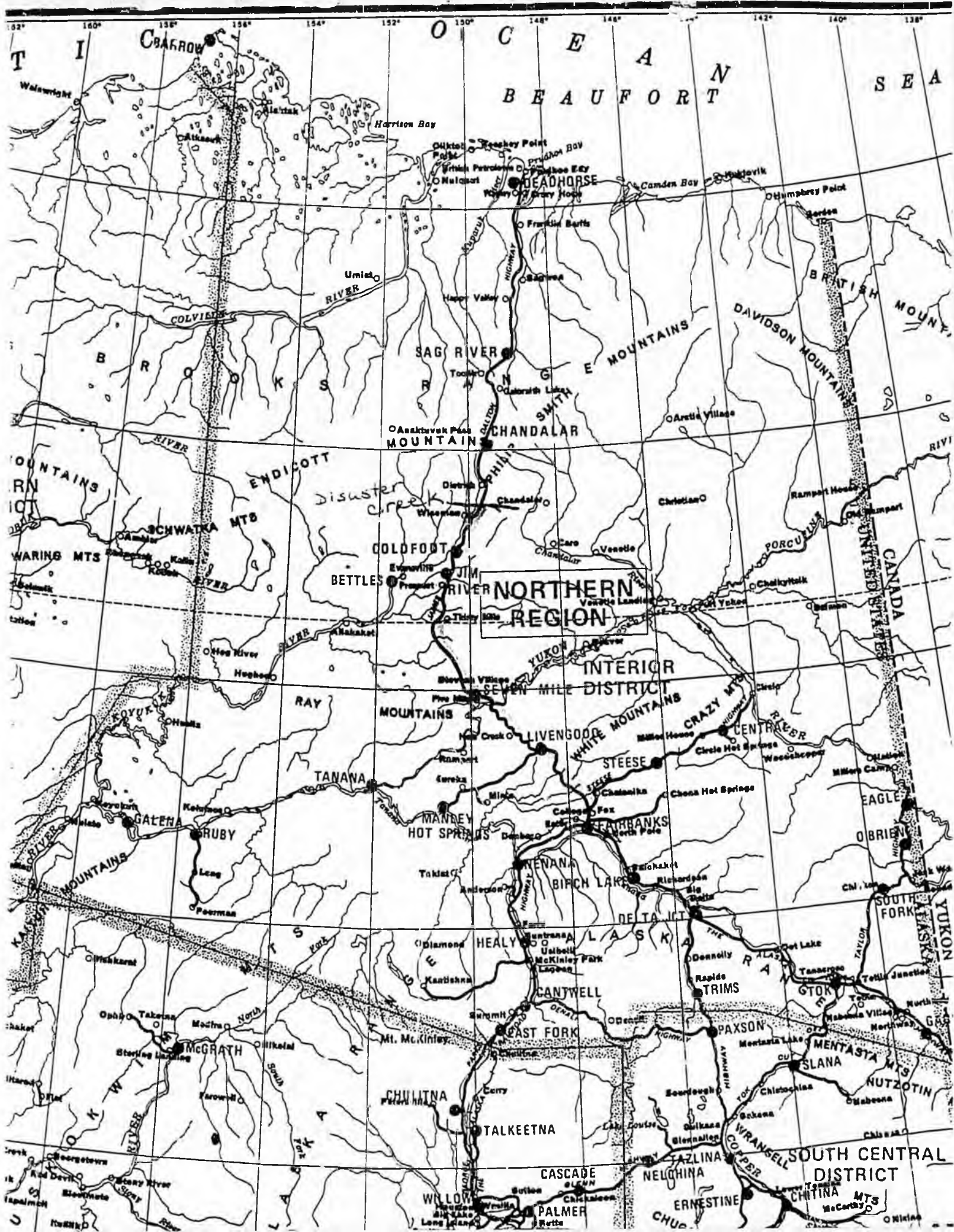
SB 160

SENATE BILL NO. 160 by Senator Uehling, entitled:

"An Act relating to land owned by the Alaska Railroad Corporation."

was read the first time and referred to the State Affairs Committee, the Labor and Commerce Committee, the Judiciary Committee and the Finance Committee.

Closed to traffic other than industrial or commercial
Springs all public traffic



JAMES DALTON HIGHWAY

CONSTRUCTION

BUILDER: Alyeska Pipeline Service Company Contractors
DATES: April 29, 1974 - September 29, 1974 = 154 days
LENGTH: 415 Miles = Livengood to Deadhorse
MATERIAL: 32,000,000 cubic yards - free use, mostly BLM
MANPOWER: 3,000,000 plus man hours
COST: \$370,000,000 - State has engineering dollars only
in project

YUKON RIVER BRIDGE: Completed 1975 - \$26,000.000; \$3,000,000 State funds

MAINTENANCE

ALYESKA: September 1974 - October 15, 1978

STATE OF ALASKA: October 15, 1978

PERSONNEL

<u>Location</u>	<u>PFT</u>	<u>PPT</u>	<u>PFT Buildings</u>
7-Mile	4	0	2
Jim River	4	0	2
Coldfoot	4	1	1
Chandalar	8	1	2]
Sag River	6	1	2] Rotation
Deadhorse	8	1] Stations
<hr/>			
	34	4	9 = 47 Positions

STATE EQUIPMENT FLEET MECHANICS

<u>Location</u>	<u>PFT</u>
7-Mile	1
Jim River	1
Coldfoot	1
Chandalar	2]
Sag River	2] Rotation Stations
Deadhorse	2]
<hr/>	

STATE OF ALASKA

Bill Sheffield, Governor

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, INTERIOR DISTRICT
MAINTENANCE AND OPERATIONS

2301 Peger Road
Fairbanks, Alaska 99701
Phone: (907) 452-1911

May 19, 1986

Re: Dalton Highway

Dear Mr.

This is in response to the questions asked in your letter.

1. Q - At what point in time did the State of Alaska assume responsibility for the maintenance of the Dalton Highway, wholly or in part?

A - October 15, 1978, wholly.

2. Q - How many State operated maintenance facilities are located on the Dalton Highway?

A - Six Maintenance Stations: Seven Mile, Jim River, Coldfoot, Chandalar, Sag River, and Deadhorse.

Seven Airports: Coldfoot, Dietrich (closed), *Galbraith, *Prospect, Wiseman, Chandalar Shelf, and Deadhorse.

* Operated and maintained by Alyeska Pipeline Service Co.

3. Q - How many such camps are located within the closed portion?

A - Three Maintenance Stations: Chandalar, Sag River, and Deadhorse.

Four Airports: Dietrich (closed), Galbraith, Chandalar Shelf, and Deadhorse.

4. Q - What was the approximate original construction cost for each facility and what was the funding vehicle for this construction?

A - Maintenance Stations:

1.	Seven Mile	2,728,506
2.	Jim River	3,002,098
3.	Coldfoot	743,200
4.	Chandalar	817,490
5.	Sag River	4,456,989
6.	Deadhorse	(estimated) 1,040,000

All station construction was funded by the State.

Airports: Coldfoot, Dietrich, Galbraith, Prospect and Chandalar Shelf were built by Alyeska Pipeline Company. Wiseman was built by Wiseman residents. Deadhorse was built in 1969 by a group of oil companies (Standard, Mobile, and Phillips). Paving was done by the State with Federal dollars for approximately \$8,155,000.

5. FOR THE CLOSED PORTION ONLY:

Q - (a) What are the operating costs for maintenance of the facilities themselves in terms of providing heat, power, personnel subsistence, and repair and upkeep of permanent structures?

A - Fiscal year 1985 costs for services and supplies were \$377,122 for the Chandalar, Sag River, and Deadhorse maintenance facilities. These costs are for buildings (shops, sheds, etc.) only and do not include road maintenance.

Q - (b) What are the total labor costs for personnel assigned to these facilities including all direct and indirect overhead costs?

A - Fiscal year 1985 costs for wages and travel were \$267,202 for Chandalar, Sag River, and Deadhorse Stations for facilities maintenance. These costs are for buildings maintenance only and do not include road maintenance.

Q - (c) What are the costs for maintenance and operation of equipment, other than permanent structures, which would normally be assigned to these facilities? Assuming that both personnel and equipment needs are variable throughout the total length of the Dalton Highway, please provide an estimate of the required costs and state your rationale.

A - Fiscal year 1985 costs for maintenance and operation of equipment were \$1,653,027 for Chandalar, Sag River, and Deadhorse Stations.

6. Q - What is the current budgeted amount for acquisition of construction materials for maintenance to be utilized on the closed portion?

A - \$283,351 is budgeted for fiscal year 86 road maintenance supplies for Chandalar, Sag River, and Deadhorse stations.

7. Q - Estimate the total amount of Federal Aid funds that have either been expended to date or are currently programmed for expenditure for maintenance and capital improvements on both the closed and accessible portions of the Dalton Highway.

Please be specific as to any Federal Programs affecting the closed portion (i.e., Federal Aid Secondary, Safety Improvements, etc.) addressing any provisions attached to use of those funds that pertain to public access.

A - The total amount of Federal Aid funds spent to date is \$24,408,015. Those dollars funded two State projects: the construction of the Yukon River Bridge, and an environmental surveillance program during the original construction of the road from the Yukon River Bridge to Prudhoe. The actual design and construction of the road, however, was performed by contractors for the Alyeska Pipeline Service Company.

Provisions attached to the use of Federal Aid funds that pertain to public access are contained in Title 23 of the United States Code.

8. Q - In the event that Federal funding has not been applied to the closed portion, are there programs available which could be utilized to supplement or replace State funds?

A - The entire Dalton Highway is on the Federal Aid System and is therefore eligible for Federal funding for capital improvement projects.

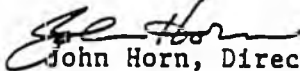
9. Q - Though possibly not within your area of jurisdiction, I would also request information regarding costs for operation of the permit checkpoint, issuance of travel permits and enforcement of existing legislation.

A - The cost for operation of the permit checkpoint from July 1 to September 30, 1985 was approximately \$25,000.

The personnel cost for issuance of travel permits is estimated to be \$17,000 per year.

Enforcement is the responsibility of the Department of Public Safety.

Sincerely,


John Horn, Director
Maintenance & Operations
Interior District

JLW:lf

MILEAGE FOR ELLIOTT & DALTON HIGHWAYS

LOCATION	FROM FAIRBANKS	FROM MP 0 DALTON	FROM YUKON RIVER	BETWEEN POINTS
FOX	11.5	73.5	130.7	
LIVENGOOD	80.8	4.2	61.4	69.3
0 MILE TAPS	85.0	0.0	57.2	4.2
PUMP STATION 6	140.0	55.0	2.2	55.0
YUKON RIVER	142.2	57.2	0.0	2.2
5 MILE AIRPORT	146.4	61.4	4.2	4.2
7 MILE CAMP	148.0	63.0	5.8	1.6
FINGER MOUNTAIN	185.3	100.3	43.1	37.3
OLD MAN	194.5	109.5	52.3	9.2
BEAVER SLIDE	196.4	111.4	54.2	1.9
ARCTIC CIRCLE	202.0	116.0	60.0	5.8
GOBBLERS KNOW	220.1	135.1	77.9	17.9
PUMP STATION 6	225.4	140.4	83.2	5.3
JIM RIVER MAINTENANCE	226.4	141.4	84.2	1.0
KOYUKUK	245.0	160.0	102.8	18.6
COLDFOOT	264.3	179.3	122.1	19.3
WISEMAN TURNOFF	278.2	193.2	136.0	13.9
DIETRICH	300.4	215.4	158.2	22.2
CHANDALAR	333.0	248.0	190.8	32.6
ATIGUN SUMMIT	337.6	252.6	195.4	4.6
ATIGUN CAMP	342.5	257.5	200.3	4.9
PUMP STATION 4	361.9	276.9	219.7	19.4
GALBRAITH TURNOFF	367.9	282.9	225.7	6.0
TOOLIK	377.7	292.7	235.5	9.8
MS 117-1	384.0	299.0	241.6	6.3
SAG RIVER MAINTENANCE	399.6	314.6	257.4	15.6
PUMP STATION 3	406.0	321.0	263.8	6.4
ICE CUT	419.8	334.8	277.6	13.8
HAPPY VALLEY	429.8	344.4	287.6	10.0
PUMP STATION 2	455.4	370.4	313.2	25.6
FRANKLIN BLUFFS	474.7	389.7	332.5	19.3
END OF DALTON HIGHWAY	511.9	426.9	369.7	37.2
DEADHORSE AIRPORT	515.9	430.9	373.7	4.0